



Phoenix Welcomes CAP

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First Five Saves For 1978 Made

MAXWELL AFB, Ala. — Civil Air Patrol recorded its first five lives saved in 1978.

The first four were on Jan. 21 when North Carolina Wing ground teams located a downed light aircraft with four persons on board. The CAP search efforts were initiated after notification was received from the Air Force Rescue Coordination Center (AFRCC) that an aircraft was missing on a flight from Myrtle Beach, S.C., to Beech Mountain, N.C. A CAP ground team used a hand-held direction finder to pinpoint the emergency locator transmitter (ELT) signal from the downed aircraft.

Rescue teams from the sheriff's department used ropes and litters to recover the survivors from the crash site near Three Top Mountain.

An ELT was also instrumental in saving the life of a person in an aircraft which also crashed near Rogers City, Mich., January 21. The Michigan Wing was credited with the save after search planes homed in on the ELT signal approximately 30 minutes after take off and directed a ground team on the search after receiving notification from AFRCC that an aircraft with two persons aboard was overdue from a local flight. The survivor was flown to a hospital, but one person was dead when rescuers arrived.

Saunders Lauds Rescue Record During Past Year

MAXWELL AFB, Ala. — In a letter citing the Civil Air Patrol's support of the Aerospace Rescue and Recovery Service (AARS) during the past year, Maj. Gen. Ralph S. Saunders, commander of AARS, said: "Without the assistance of Civil Air Patrol units, we could not have supported the National Search and Rescue Plan."

CAP search activities in the lower 48 contiguous mainland states are under the direction of

(See ARRS, Page 2)

**It's Official,
It's Phoenix**

It is now firm! Civil Air Patrol will hold its 1978 National Convention and Board Meeting at the Hyatt Regency (brown building at right of center in photo) in Phoenix, Ariz.,

Sept. 7-10, 1978. CAP registrants will be offered the special room rates of \$22 (single) and \$28 (double). Make your plans now to be in Phoenix in September.

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Computer Now Processes Cadet Contracts

MAXWELL AFB, Ala. — A new contract system for Civil Air Patrol cadets, covering the first seven achievements, was implemented on Jan. 1, 1978, for Phases I and II of the Cadet Program.

Cadet contracts for the first two phases only are now processed by computer, thus streamlining procedures and reducing the overall cost to new members. Contracts 8 through 15 are not affected by this change.

Under the new system, all new cadets must send \$12 with the cadet membership application directly to National Headquarters/DPH. Half of this amount is for membership dues and the other half is for all Bookstore study materials covering Phases I and II of the Cadet

Program (Packet No. 1). The cost of achievement Contracts 1 through 7 is included in this fee.

There is no additional charge for contracts as the cadets who applied for membership after Jan. 1, 1978, will no longer be required to remit payments of \$1.50 with each Completed Contract 1 through 6 when sent to National Headquarters/TTHE. (Three dollars is still required when submitting Contract 7.)

When a new contract is received and processed at National Headquarters, the new contract is produced in mailer form and sent directly to the new member. Many items previously filled in by the cadet are now preprinted by the computer. These items include the individual's name and address, CAPSN (CAP Serial

Number) and unit number. This eliminates many current processing problems at National Headquarters which previously resulted from missing, inaccurate or illegible information.

The new system does not include the cost of rank chevrons and ribbons. However, the cost of each rank has been reduced and standardized at \$1.25 throughout the grade structure. Although members can continue to order these items separately through the Bookstore, units are asked to stockpile Achievement Packets 1 (two or three packets to lend the new cadet while his is being sent from National Headquarters), ribbons and chevrons.

If units swap or buy back chevrons from the individual when he earns a new rank, the individual can conceivably progress through the enlisted rank structure for the cost of one chevron simply by trading it for the next higher rank when earned. Unit cooperation in this endeavor allows new members to complete Phases I and II for a cost of \$9—\$6 for study materials and the seven contract, \$1.75 for the seven ribbons (\$1.25 each), and \$1.25 for one chevron.

Transition to the new contract system for cadets on the membership rolls before Jan. 1, 1978, is very simple. When a cadet using the old contract system completes all requirements for that achievement, the \$1.50 payment submitted with the contract to National Headquarters/TTHE will be a one-time expense, no

matter what achievements are being completed in Phases I or II.

The contract sent from National Headquarters will be in mailer form, preprinted by the computer. This action automatically places the individual in the new system and all subsequent contract received in Phase II will be from the computer without charge.

Remember, if the old Contract No. 1 is used after Jan. 1, 1978, a CAPSN must be shown on the contract or it will be returned. "CAPSN Pending" cannot be processed by the computer.

As with any new system, some unexpected problems have surfaced during the transition. One problem arises with individuals who became members prior to Jan. 1, 1978, who still have not ordered Packet No. 1. Since National Headquarters no longer

stocks the "old" Contract No. 1, each person must identify himself/herself as a "prior-to-Jan. 1, 1978-member" when ordering Packet No. 1 from the Bookstore and must also remit \$6 (the new cost of Packet No. 1). In return, this individual will receive Packet No. 1 which will also include a partially completed "new" contract form. If, by chance, you sent your order with only \$4.50, your order will be returned with a \$4.50 credit memo. Simply resubmit your order with the \$6 (\$4.50 credit memo plus an additional \$1.50) and you will be in the new system. In return you will receive Packet No. 1 and a partially completed "new" contract form.

When all specifications of Contract No. 1 are completed, each

(See CONTRACTS, Page 3)

Rescue Museum Seeks Displays

SCOTT AFB, Ill. — The Air Force's Aerospace Rescue and Recovery Service (ARRS), with headquarters here, is soliciting memorabilia for a rescue museum at Kirtland AFB, N.M. The museum shows how rescue operations have evolved from World War II days to the present.

Air Force Maj. Gen. Ralph R. Saunders, commander of ARRS, asked for items to be displayed in the museum in a letter to Lt. Gen. Raymond R. Furlong, commander of Air University at Maxwell AFB, Ala. Air University is the parent command of HQ, CAP-USAF.

"I solicit contributions and loans of rescue memorabilia to the museum," Gen. Saunders said. The museum "stands as a memorial to all those who have given their lives that others may live."

The 3rd Emergency Rescue Sq., ancestor of the present-day ARRS, was established on Feb.

14, 1944. During World War II, it operated principally in the Philippines and Japan. The modern ARRS, a unit of the Military Airlift Command, evolved from this wartime operation. "We've come a long way," Gen. Saunders said.

Civil Air Patrol, in its search and rescue activities, has worked closely with the Air Force through the Aerospace Rescue and Recovery Service since the earliest days. The Rescue Coordination Center, a part of ARRS located at Scott AFB, Ill., is responsible for calling Civil Air Patrol into action on Air Force-directed missions.

CAP members who have any items of historical interest which might be suitable for display at the museum, either as a gift or on a loan basis, are urged to contact: Capt. Phil McRae, 1550th TCHTS, Kirtland AFB, N.M. 87115.

Dallas To Host Aerospace Congress

MAXWELL AFB, Ala. — The Civil Air Patrol will co-sponsor an Aerospace Education Congress in Dallas, Tex., April 6, 7 and 8.



For the benefit of all members of Civil Air Patrol, the statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

As of Feb. 12, 1978

Number of Missions	66
Number of Aircraft	981
Number of Sorties	1,612
Flying Hours	3,871.5
Personnel	4,385
Saves	5
Finds	27

Other sponsors of the congress are the Federal Aviation Administration and the National Aeronautics and Space Administration.

Southeast Region Conference Set For Biloxi, Miss.

BILOXI, Miss. — Civil Air Patrol's Southeast Region will hold its annual conference June 30 and July 1 here at the Buena Vista Hotel on the Gulf of Mexico.

In addition to the regular work sessions of the conference, the Southeast Region Cadet Advisory Council will also meet, elect officers and hold a cadet beach party.

A formal banquet on Saturday evening will conclude the conference.

The Southeast Region includes the states of Mississippi, Tennessee, Alabama, Georgia, Florida and the Commonwealth of Puerto Rico.

The Dallas Hilton Hotel will host the event, which will include a special mini congress for 500 professional educators selected from the Dallas-Fort Worth area. The mini congress is designed to provide the educators with a meaningful, motivational and comprehensive glimpse into the aerospace world.

Persons attending the main congress will take part in various sessions, which include leadership activities, a field trip to the American Airlines facility there, and a Heritage Segment

ing was discussed and coordinated with senior program directors at the senior training seminar of the 1977 National Board Meeting, and subsequently approved, as amended, by the national administrator.

The content of the briefing will consist of basic information con-

cerning the mission, history and organization of the Civil Air Patrol; wear of Air Force uniforms and grooming standards; courtesy and protocol; career development programs for CAP cadet and senior members; publications that regulate and guide the patrol; and will conclude with current facts regarding the students own CAP wing.

The program is designed to reinforce the most important information in the set of tests and manuals which make up the senior member handbook.

Due to the transfer of the staff photographer, no firm date has been set for completion of the new briefing tape and slides, but the developers hope to finish the product in time for use this year.

Pending completion of the revised briefing, wings have received guidance for adaptation and updating of the existing Level 1 slide briefing.

ARRS Praises CAP Rescues

(Continued From Page 1)

the Air Force Rescue Coordination Center (AFRCC), a unit of ARRS, at Scott AFB, Ill., which is the central agency for collecting all reported aviation distress signals. Under the National Search and Rescue Plan, AFRCC is responsible for the coordination of all search and rescue efforts on the continent, except Alaska.

CAP, the official civilian aux-

iliary of the United States Air Force and a nonprofit benevolent organization, flies three out of every four hours flown on search and rescue missions directed by AFRCC. CAP charges nothing for its services and receives only fuel and communications expenses.

Volunteer members of the organization were directly responsible for saving the lives of 53 persons in 1977.

Correction

An article appearing in the January issue of the Civil Air Patrol News reported that the Utah Wing was credited with a save after airlifting a blood anticoagulant to a hemophilia patient. A reader has written saying that a hemophilia patient's blood will not clot and needs a blood coagulant, not an anticoagulant.

Collisions Can Be Avoided By Observing Safety Rules

By Lt. Col. Frederick K. Carter
HQ. CAP-USAF
Director of Safety

Collisions of any type tend to be nasty, especially those involving aircraft. The related problem isn't how to get attention following these occurrences, but how to avoid them entirely. Studies have been completed, surveys taken, articles written, laws established, and posters displayed, yet, collisions still occur.

A review of regulations and recommended procedures pertaining to airport and airport traffic pattern and area usage is very revealing; so is the observance of varied practices by fearless aviators who sometimes increase the collision hazard potential inflight and on the ground. How many of the following practices have you witnessed?

1. Aircraft taking off and landing on parking ramps and taxiways — day and night!
2. Use of parking ramp and taxiways for takeoffs and landings while runways are used by other aircraft.
3. Abuse of "firstcome-first served" privilege by cutting ahead of others in pattern through the use of short, non-standard patterns.
4. Frequent use of straight-in approaches, especially during periods of congested traffic.

One of the best ways to reduce your "collision risk factor" is to get involved in collision awareness development. Even better, get others involved! The guidance and recommendations supplied by the FAA Advisory Circulars listed are well worth your time and should generate interesting discussion.

1. AC 90-42A, Traffic Advisory Practices at Non-Tower Airports.
2. AC 90-48, Pilot's Role in Collision Avoidance.
3. AC 90-66, Recommended Standard Traffic Pattern For Airplane Operations At Uncontrolled Airports.

Regardless of the circumstances encountered, certain precautions can and should be taken in one or more combinations to ensure the safety of your flight.

1. Lights — Use landing and positions-anticollision lights to be

more easily visible to others.

2. Position — Be where others expect you to be. "Tree hopping" in the pattern doesn't help pilots above to see through the bottom of their aircraft. Fly en route altitudes appropriate to your course.

3. Communications — If VFR (flight plan or not) ask for radar monitoring when practical. If at an uncontrolled airport, broadcast your position and intentions in the blind and monitor unicom frequencies.

4. Scanning — Scanning is the most important precaution in any

situation! Scanning is an art. Unfortunately, experience doesn't always develop this practice for the best. It's amazing how many "old timers" fail to look around. Scanning must not be practiced inflight only. Remember the practices listed in the first part of this article. It is possible to be landed on!

No doubt you have some gimmicks of your own for collision protection. Whatever you use, ask someone's opinion of your performance. And remember, there is no penalty for seeing the other aircraft FIRST.

Contracts Computerized

(Continued From Page 2)

cadet must fill in his/her name, address, SSAN (Social Security Account Number), and unit charter number in addition to scores, check marks and certifying official's signature. Since the person is already in the new computerized system, it will not be necessary to remit \$1.50 with

the completed contract.

It is hoped that this article will clear up some of the questions concerning the new contract system. If you follow the instructions outlined here, it will enable personnel at National Headquarters to give better service to all cadets.



WRIGHT MEMORIAL — Astronaut Wally S. Shirra (Capt. U.S. Navy, Ret.), left, presents the Wright Brothers Memorial Award to Noel A. Bullock, director of aerospace education of the Rocky Mountain Region, second from right, as the late aviation writer and former president of the Colorado Aviation Historical Society Ed Mack Miller and Edward C. Marriott, president of the Air Force Association of Colorado, right, look on.

Major Gives First Aid To Pilot After Landing

PLEASANTVILLE, N.Y. — "It wasn't the best place to land, it was the only place," pilot Bruce Freedman of Brocton, Mass., told policeman Allan Pogorzelski, when he landed his crippled Skyhawk on Route 117 near the estate of former vice president Nelson Rockefeller in Mount Pleasant, N.Y.

Pogorzelski, who as a CAP major is also commander of the New York Wing's Westchester Group, was the first emergency unit to arrive at the scene. After giving minor first aid, he brought Freedman to police headquarters where arrangements were made to remove the plane from the highway.

Freedman and another pilot were ferrying two Cessna 172s from Middletown, N.J., to

Hanscomb Field, Mass., when, as he said, "My engine just conked out while I was over the Hudson, and I looked for the first place I could find to land."

Freedman, a commercial pilot with some 2,000 hours flight time, glided his airplane between cliffs bordering the highway and rolled to a stop, surprising passing motorists.

The other pilot returned to New Jersey after help arrived to his grounded companion.

The city has an ordinance forbidding unauthorized landings. Freedman was issued a summons under the ordinance. However, the town justice dismissed the charge when the emergency situation was proven. The cause of the forced landing was carburetor ice.



SPAATZ AWARD — Cadet Douglas Rutherford, North Hennepin County Comp. Sq. 503 (Minnesota Wing), left, accepts the Gen. Carl A. Spaatz Award from U.S. Congressman Donald Fraser, in Fraser's office in Minneapolis, Minn. Rutherford is a student at Carleton College in Northfield, Minn.

S MILLIN JACKS

AERO-ASTRO ANSWERS

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CLIP FOR REFERENCE

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THIS OLD REBUILT ROBIN HAD A SPAN OF 41 FT. AND WAS 25 FT. LONG

IT WAS POWERED BY A J-5 WRIGHT 220 H.P. ENGINE!

DUBLIN

NEXT

WHAT ODD WHIRLY-BIRD WAS CALLED A RAM JET CHOPPER?

ASKED BY BERT AND PAUL KRUEGER STUART, FLA.

FAT STUFF THAT'S AN OLD CURTISS ROBIN BUILT IN 1929!

ON JULY 17, 1938 DARING "WRONG-WAY" DOUG CORRIGAN FLEW THIS "ANCIENT CRATE" A DISTANCE OF 3150 MILES--

--NON STOP--

FROM NEW YORK TO IRELAND IN 28 HOURS AND 13 MINUTES!

ORIGINALLY BOUND FOR CALIFORNIA, "WRONG-WAY" SAID HIS COMPASS MUST HAVE BROKEN!

(Courtesy of Zack Mosley and Chicago Tribune-N.Y. News Syndicate)

Congressional Hearing On Supply Bills

Four bills to amend Section 9441 of Title 10, United States Code, have been submitted for consideration by the House of Representatives. The bills were submitted in the 95th Congress, First session. The first bill is HR 6237 and was submitted April 6, 1977, by Reps. Tom Bevill and Bill Nichols of Alabama. It was referred to the Committee on Armed Services. Similar bills, numbered 6996, sponsored by Rep. Don Young of Alaska; 8129, sponsored by Rep. James J. Blanchard of Michigan; and 9558, sponsored by Rep. John H. Duncan of Tennessee, were also submitted.

The bills would provide for the budgeting by the Secretary of Defense, the authorization of appropri-

tion, and the use of those appropriated funds by the Secretary of the Air Force of certain specified purposes to assist the Civil Air Patrol in providing services in connection with the noncombatant missions of the Air Force.

The identical bills would increase the Air Force's ability to obtain excess property for Civil Air Patrol and would allow budgeting by DOD to: provide uniforms to CAP cadets; furnish fuel and lubricants to Civil Air Patrol for unit capability testing; reimburse CAP for maintenance costs and travel expenses on Air Force missions; allow use of facilities of federal agencies other than the United States Air Force.

Rep. Samuel S. Stratton, chairman of the Subcom-

mittee on Investigations, House Armed Services Committee, called for a hearing on the three bills. The hearing was held on Jan. 26, 1978.

Initially, the Office of Management and Budget opposed all provisions of the bills, but after a meeting with Department of Defense and Air Force officials, permitted the Department of Defense representative to testify favorably on certain portions of the bills. The Government Services Agency (GSA) also opposed a portion of the bills.

Chairman Stratton remarked that he understood that the opposition to parts of the bills stemmed from the Office of Management and Budget, rather than from the Air Force.

The first witness to testify

was Brig. Gen. Paul E. Gardner, commander of CAP-USA, who appeared as the Department of Defense representative. He outlined what Civil Air Patrol is and what it does and then stated the Administration position. Witnesses from GSA are expected to testify later as to its reasons for opposing expansion of the Air Force's ability to obtain excess federal property for CAP.

Following his presentation, Gen. Gardner introduced the Civil Air Patrol national commander, CAP Brig. Gen. Thomas C. Casaday who delivered the Civil Air Patrol corporate position on the bills.

Others present at the hearing included Department of the Air Force officials as well

as several members of Civil Air Patrol.

In order to provide a complete background for all members of Civil Air Patrol, the verbatim testimony of Gen. Casaday outlining the corporate position follows:



Brig. Gen. Thomas C. Casaday

Gen. Casaday's Statement

Thank you Gen. Gardner.

Mr. Chairman, there is little that I can add to the words of Gen. Gardner. He has, with brevity and clarity, told us where Civil Air Patrol began, what it has done and what it can and will do, in the future, with the continued help and understanding of people such as you.

However, I would be remiss if I did not cover just a few points that can best be expressed by the corporate side of the CAP-USA team. My first point is that all of us must keep in mind a central thought regarding the 64,000 people whom it is my privilege to represent. Civil Air Patrol members come from all walks of life. Some are wealthy but the vast majority has limited means. They are doctors, farmers, lawyers, mechanics, engineers, clerks, housewives, clergymen and policemen. Many thousands are students. . . and some are Congressmen.

Diversified as we are by age, education, geography, religion and ethnic groups, I can assure you that all of us are bound by common objectives. These are not new. They began when Civil Air Patrol was born, pride in our country; pledged to its preservation as the greatest nation on earth; and a desire to help the people — all people — in any emergency.

In fulfilling these objectives for more than 36 years, I believe Civil Air Patrol has continuously projected an expression of national character of which all Americans can be proud.

With these thoughts in mind, I want to thank Congress for the help and support Civil Air Patrol has received over the years. I would like also to acknowledge in your presence the solid support we receive from the Air Force. In particular I refer to Lt. Gen. Furlong and his people in the Air University Command; and specifically to our close associates at HQ. CAP-USA, which Gen. Gardner commands. Without such support, I feel certain Civil Air Patrol would have gone the way of the dinosaurs.

Let me take just a few moments and tell you about Civil Air Patrol. It consists of a National Headquarters located at Maxwell AFB, Ala., eight regions which geographically

sub-divide the country, and 52 wings which encompass the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico. The wings are subdivided into groups, squadrons, and flights — the squadron being the basic operating unit.

CAP is currently composed of 1,927 organizational units, of which 1,614 are cadet, senior, and composite squadrons.

CAP membership totals 63,373 of which 26,778 are cadets and 36,595 are senior members.

CAP operations resources include 666 corporate owned aircraft, 5,746 aircraft owned and maintained by CAP members, 2,982 CAP-owned vehicles, a nationwide communications network of 28,213 licensed stations, including a mix of fixed land, ground mobile, air mobile, and citizen band, and 11,417 pilots.

During 1977, 6,620 cadets attended encampments at DOD installations, 12,736 cadets were provided their first aviation experience through a locally conducted orientation flight, 104 cadets earned their solo wings through the CAP national solo flight scholarship program, and 188 cadets represented this country as "Ambassadors of Good Will" while participating in the three-week International Air Cadet Exchange (IACE) program that involved a like number of young people from the 21 other participating nations.

CAP provides annually, scholarships and grants to 66 of its young members who are college and vocational-technical school students.

Civil Air Patrol is a significantly instrumental force in motivating young people to seek careers in the United States Air Force. Since the Air Force Academy was established in 1955, 1,472 CAP cadets have entered the Air Force Academy — 329 are currently enrolled. Six former CAP cadets were among the first women admitted to the Academy in the class of 1980.

In more realistic terms, and since records started being kept in 1960 regarding CAP's search and rescue efforts; CAP has participated in 7,810 Air Force authorized search and rescue missions, saved 402 lives and been credited with 2,057 finds.

These "saves" represent human beings who are alive today because of CAP's search capabilities, competence and compassion.

It would have been virtually impossible to keep a 64,000 membership and a 700 corporate aircraft fleet alive and well had it not been for the support we have received from the Congress and the Department of Defense. However, as Gen. Gardner has told you, we are now at the point where our membership dues cannot hope to keep pace with the costs of maintaining the corporate aircraft fleet and keeping it modern, ready and safe. The patient is suffering from malnutrition brought on by spiraling costs and the membership's dwindling ability to sustain itself. It is in desperate need of a Congressional transfusion or at least a shot in the arm if it is to become healthy once again. For it is my steadfast belief that one part of our threefold missions — search and rescue — is, in itself, vital to the welfare of this country.

These planes aren't big and fast; on the contrary, they are small and slow — which makes them ideally suited for low-level search. They are strategically located. They are, for the most part, well-equipped and, best of all, they are responsive around the clock, seven days a week and can be launched in a matter of hours on missions of mercy. More important, our studies make it clear that no similar nationwide resource exists today; nor can it be developed in the future, without prohibitive cost to the taxpayer.

An even darker aspect is that these aircraft have skyrocketed in cost over the past years! For example, a single engine, high wing, fixed-gear aircraft with minimum instrumentation could be purchased in 1966 — when we began our aircraft modernization program — for something like \$13,000 or \$14,000. Today that same aircraft with the same equipment, will run between \$28,000 and \$32,000. Maintenance, insurance and other fixed costs also have soared. In short, gentlemen, most of our members — call him taxpayer, citizen, constituent if you will — can no longer afford the purchase price

or the costs associated with keeping one of these Cessna, Piper or Beech aircraft ready and air-worthy.

In its aerospace education role CAP pioneered the establishment of aerospace education workshops for teachers beginning in the late 1940s and, over the years, more than 200,000 teachers have attended college-level aerospace education workshops supported by Civil Air Patrol. During the past year, 190 credit-granting, graduate-level workshops for approximately 7,500 educators were cosponsored by colleges and universities throughout the nation and the Civil Air Patrol. Also during 1977, the first annual CAP Aerospace Education Leadership Development Course was conducted at Maxwell with the intent of motivating educators and to prepare them to assume aerospace leadership roles.

As Gen. Gardner has also indicated, we feel that these bills, which are in your hands, are essential if CAP is to continue to fulfill its charter as laid down by Congress. The wonderful people I speak for today give unselfishly of themselves and of their personal treasure that others may live and that the youth of this country may be afforded an opportunity to pursue careers that

are aerospace-oriented, hopefully following the example of people such as Gen. Gardner and his troops by joining some branch of our military service.

But whether these young people — and we have had hundreds of thousands go through our program — choose to follow military or aerospace careers is really not the most critical consideration. What is more important is that we believe very deeply that these young people are going to be better citizens because of their Civil Air Patrol experiences.

But we need your help if we are to continue to save lives, build character and moral fibre in our youth and keep the young and old citizenry of this country aware of our country's aerospace role and commitment in providing free-world security.

It's a big job, it's getting tougher, more expensive everyday; and we believe that the relatively small cost, in terms of appropriations, to implement this enabling legislation will be returned to the nation and the taxpayers a hundredfold in the years to come. It is an investment that guarantees highly-visible and on-going returns.

Again, thank you for your past support, your attentiveness and for the consideration I know you will give these vital bills.



CIVIL AIR PATROL NEWS

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Executive DirectorBrig. Gen. Paul E. Gardner, USAF
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CAP Good Training For Academy Cadets

By William D. Madsen
USAF Academy
Office of Information

U.S. AIR FORCE ACADEMY, Colo. — The Civil Air Patrol (CAP) cadet program is a first rate training ground for young men and women seeking nominations to the United States Air Force Academy.

Such is the opinion of Brig. Gen. Stanley C. Beck, commandant of cadets since August 1975 at the Air Force Academy located in central Colorado.

Gen. Beck, a 1954 graduate of the U.S. Military Academy at West Point, is a native of Phoenix, Ariz. During 1945-47, his junior and senior years at Phoenix Union High School, he was a CAP cadet and commander of his local squadron with the rank of cadet captain.

The Phoenix CAP cadet squadron, composed of students from three local area high schools, met at nearby Sky Harbor Airport.

"We were in an aviation environment from the start," Beck said. "We engaged in military close order drill, learned the functions of command and staff sections, and wore CAP uniforms as authorized by the Army Air Force. In addition, we studied aerial navigation subjects and learned to send and receive Morse code."

In those days, pilots and aircrew used Morse code to fly the aural radio ranges and to identify airports and airway stations by means of code letters broadcast as code signals.

"Looking back, I can truthfully say that CAP cadet activities gave me unparalleled leadership experience early in my life," Beck explained. "One of the more valuable lessons was how to work together with my peers in worthwhile projects such as

survival training, drill competition, and groundcrew operations on search and rescue missions."

Other CAP cadet activities which Beck enjoyed were visits to air traffic control towers, aircraft identification classes and opportunities to fly with CAP pilots.

"My first airplane ride was a memorable one, a flight in a Stearman PT-17 biplane owned by a senior CAP member," Beck recalled. "He gave me a helmet and goggles to wear, and I was buckled in the front cockpit. In flight the pilot let me handle the stick-and-rudder for a while, and I made a few banks and turns. It was an experience I'll not forget in a lifetime!"

During the summer of 1947, Beck enjoyed a summer encampment for CAP cadets at Luke Field, operated at that time by the Army Air Force. It was an exciting experience to sit in the cockpits of P-38 "Lightnings," P-40 "Warhawks" and P-47 "Thunderbolts" and observe the instrument panels while veteran fighter pilots explained their operation.

"As an official auxiliary of the U.S. Air Force, the CAP offers its cadets the opportunity to learn first-hand about Air Force organization," Beck said. "Cadets live on air bases during summer encampments, ride in Air Force aircraft on designated flights, and train in a military environment. As an example, we offer a course in survival training for CAP cadets right here at the Academy every summer."

"When I was a CAP cadet," Beck continued, "we stood at the threshold of new developments in aviation. Today, as young men and women enter the Academy, they are opening the door on the dawning age in space."

Following his high school



GET TOGETHER — Former Civil Air Patrol cadets now enrolled in the Cadet Wing at the U.S. Air Force Academy in the Classes of 1980 and 1981 meet for a picture with the commandant of cadets, Brig. Gen. Stanley C. Beck, front center. Beck was a CAP cadet himself in 1945-47, in Phoenix, Ariz. The Academy classes of 1980 and 1981 were the first to have women cadets.

graduation, Beck attended Arizona State University in Tempe for two years, then entered the United States Military Academy as a "plebe" (freshman) in 1950.

In June 1954, he was graduated from West Point as a second lieutenant.

"I had the option of entering one of two career fields," Beck said. "One was to go into the Army airborne infantry, and the other was to go into pilot training with the U.S. Air Force."

"My earlier background in Civil Air Patrol aerospace education and flight activities led me to choose a career as an officer in the Air Force. I have never regretted the decision."

A 4,000-hour command pilot today, Gen. Beck flew a total of 114 combat missions in Southeast Asia in two tours of duty there.

As commandant of cadets at the Air Force Academy, Beck is responsible for the professional military training of some 4,400 cadets as they prepare for careers as regular Air Force officers.

"The Air Force Academy is not for everyone," Beck pointed out. "Young men and women, however, who are interested in a life of service to their country in a worthy cause are welcome. We are looking for cadet applicants who are serious about their total mental, physical and moral development."

During the appointment selection process, Academy officials evaluate high school students in several areas. One of these is the scholastic record of the applicant. A student must graduate in the upper 40 percent of his high school class; however, the class average of entering cadets usually falls in the upper 25 percent of their high school class to qualify for admission to the Academy.

Performance in high school athletic programs is another consideration. The applicant for an Academy appointment must be in good physical condition, and achievement in any one or more of high school sports programs is a consideration.

Leadership potential is a desired trait in candidates. Students who have held positions as class officers, for example,

newspaper or yearbook editors, or members of the student council demonstrate this quality.

Extracurricular activities while in high school are important, too. Outstanding performance in responsible positions in Boy Scouting, 4-H Club programs, Boys State, church activities, after school employment and Civil Air Patrol cadet training receive high consideration.

Most nominations to the Air Force Academy come from Congressional, Presidential and Vice-Presidential sources. Interested high school students should write to both U.S. senators in their home state, and to the U.S. representative from their district and apply for a nomination. Personal acquaintance with the congressmen is not a requirement.

"Once a young man or woman has received a Congressional nomination, Academy officials will notify them what to do next," Beck said. "Actual appointments to the Academy are offered to qualified cadet candidates through the Registrar's office."

Interested high school students, both men and women, may receive a copy of the Academy catalog and full information on admission procedures by writing to the Director of Admissions and Registrar, United States Air Force Academy, Colo. 80840.

Gen. Beck reports March 20 to a new assignment at Maxwell AFB, Ala., where he will be commandant of the Air Command and Staff College at Air University. Col. Thomas C. Richards has been named to replace Gen. Beck. He was vice commandant at the Academy and will be promoted to brigadier general when he takes over his new post.



CADETS MEET THE COMMANDANT — Brig. Gen. Stanley C. Beck, second from right, commandant of cadets, meets with former Civil Air Patrol cadets at the Air Force Academy. From left are Cadets Susan Ann Malick, Pineland Comp. Sq. (New Jersey Wing); Brian S. Murff, Howard County Comp. Sq. (Maryland Wing); Michael T. Schillz, Milwaukee Comp. Sq. 5 (Wisconsin Wing); and Clifford C. Perrenod, Orangeburg Cadet Sq. (New Jersey Wing).

Crash Site Found In Kings Canyon

LIVERMORE, Calif. — Members of the Hayward Comp. Sq. 156 (California Wing) located

the crash site of a light plane in the Kings Canyon National Park during a preliminary route

Have Uniform, Will Join Up

HICKSVILLE, N.Y. — Nassau Cadet Sq. 6 has experienced an upsurge in applications from enthusiastic young people, now that the 1978 recruiting drive has started, according to 2nd Lt. Richard A. Calma, squadron information officer.

One of the new cadets is Steven Abrahamowitz, of Freeport, N.Y., who appeared at a December meeting, looking for information on the cadet program.

Squadron officials told him about the Civil Air Patrol and its cadet program, and Abrahamowitz decided that he wanted his membership papers then.

The unit has always asked prospective members to return for at least two meetings to be sure they are not getting a "pig in a poke," said Calma. The young man said he would return the next week.

The following week Abrahamowitz returned with a complete cadet uniform, and asked, "Now can I have my papers?" Calma reported.

"The cadet's enthusiasm is most gratifying," he stated, "because after a period of recruiting problems, the squadron seems on its way to a 100 percent increase 78 new members in 1978."

New Senior Training Program Makes Award Criteria Changes

MAXWELL AFB, Ala. — The revised Senior Training Program became effective Jan. 1, 1978, following approval by the National Executive Committee in December 1977.

A new CAPM 50-17 detailing the program will be available in March or April. A letter giving the new training awards criteria has been mailed to all CAP units.

Since there are really two new training levels and some shifting of criteria from one level to another, for awards purposes, the following policy is in effect concerning awards holders prior to Jan. 1, 1978.

1. Members who earned the Certificate of Proficiency under the old criteria are considered to have completed Level II.

2. Current holders of the Grover Loening Award are considered to have completed Level III training. (The new Level III entails completing the ECI-Squadron Officer School which is required to program through Air

Command and Staff College to Air War College in the new Level V.)

3. The Paul E. Garber (Level IV) is new and essentially replaced the former Gill Robb Wilson Award. A new certificate, ribbon and medal are being developed for this award. Members who earned the Gill Robb Wilson Award for attendance at a Region Staff College may earn the Garber Award for completion of the new level IV.

4. The new Gill Robb Wilson Award (Level V) replaces the National Commander's Citation. Current holders of the Gill Robb Wilson Award may work toward this new award. The certificate will remain the same, but numbering will begin again with Number One. The award ribbon and ribbon for the medal worn with the mess dress will have a silver star attached to differentiate this award from those earned under the old criteria.

Five Groups At High School Hear Commander's Speech

JEFFERSON CITY, Mo. — A day in the life of a Civil Air Patrol squadron commander can sometimes be quite hectic, but very rewarding.

Capt. Don Barnett, commander of the Capital City Comp. Sq., recently had such a day.

A phone call the week before gave no indication that the day would be any different than many others Barnett had spent during his tenure as squadron commander. The local Junior Air Force Reserve Officer Training Corps representative called and explained that several students had expressed an interest in CAP and wanted to know more about the volunteer organization.

Seizing the opportunity to tell the CAP story, Barnett answered with an enthusiastic "yes," that he would come and talk to the

students. However, unknown to him at the time was that the JROTC cadets were not in one class, but five!

Undaunted by the situation, the CAP commander took advantage of the opportunity not only to talk to more than 100 JROTC cadets, but used the time to talk to other high school students between classes, during study halls and at lunchtime.

"The lesson to be learned from this day," said Barnett, "is that opportunities to recruit CAP members constantly surround the CAP member. I was lucky to have had this jump out at me, but we can't expect all chances to be as easy."

These words were spoken sometime between the fifth and sixth hour class, just before Barnett lost his voice!

search on a recent holiday weekend.

Capt. Fred Staedel piloted the search plane. He was accompanied by two observers, Capt. Mary Jane Hyde and Terence Taylor.

The crew was alerted at 6 p.m. on a Friday to conduct a route search for an overdue Cherokee 180 belonging to the Aero Club at Moffett Naval Air Station, enroute from Moffett in Mountain View, Calif., to Las Vegas, Nev.

The last radio message from

the downed plane was received in Fresno, Calif., so the CAP crew flew from Livermore to Fresno to begin their search. Picking a VOR radial covering a canyon route suspected to be the flight path of the missing aircraft, the CAP crew entered the search area about midnight over Mt. Clarence King under a full moon.

In addition to visual searching, they monitored ELT (emergency locator transmitter) signals.

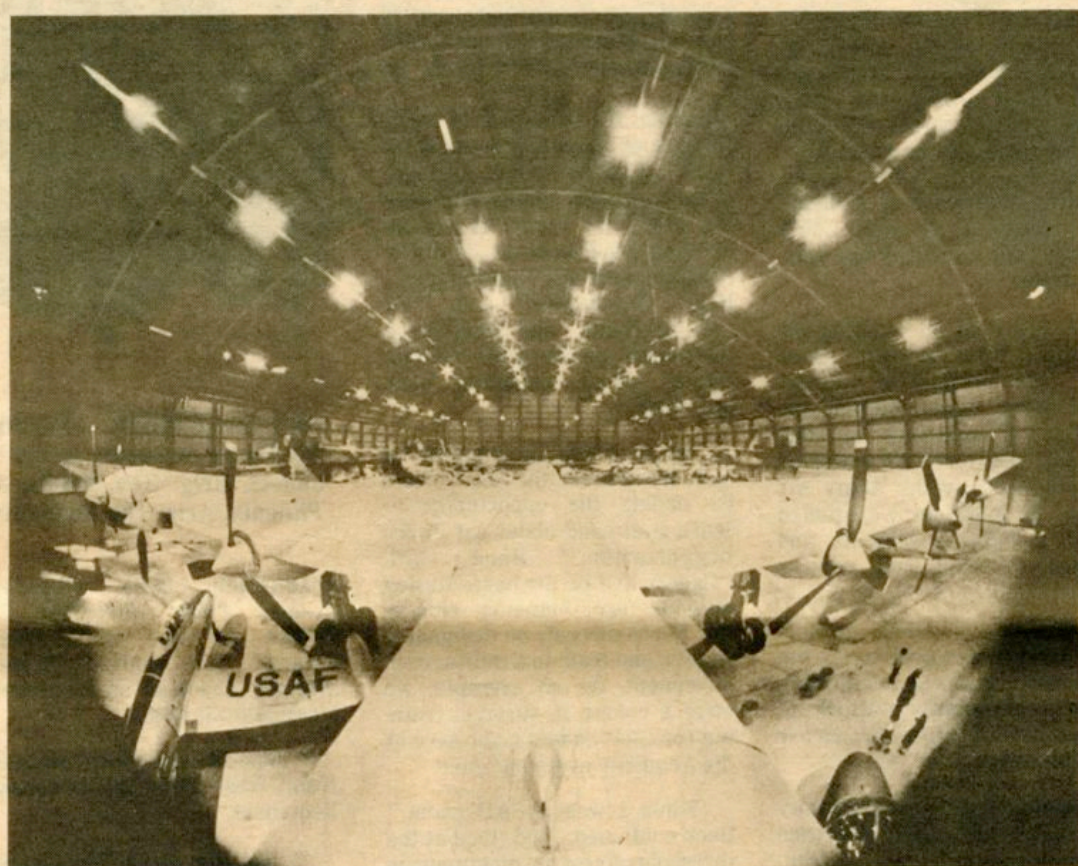
"As we approached Kearsarge Pass in Kings Canyon National Park, we heard a faint ELT signal for a few seconds," Staedel said. "Since we were

over the deepest canyon area near the summit at 13,000 feet and due to the nature of the signal, the downed aircraft had to be close beneath us."

Taylor notified the wing mission control officer by radio of the ELT signal.

Staedel attempted to turn the aircraft back into the area to confirm the sighting, but encountered air turbulence and decided to return to Livermore.

The next day the Air Force sent in a C-130 that verified the position of the crash site. However, there were no survivors.



MUSEUM DISPLAY — A fish-eye lens captures a view of the Air Force Museum's B-36 bomber display that visitors can see in the exhibit bay. The bomber was placed in the museum during its construction since the aircraft was too large to go through the doors after the building was completed. The Friends of the Air Force Museum, sponsored by the Air Force Museum Foundation, is currently having a membership drive. (USAF Photo)

Museum Wants 'Friends'

WRIGHT - PATTERSON AFB, Ohio — A new membership program, known as "Friends of the Air Force Museum," was recently launched by the Board of Managers of the Air Force Museum Foundation.

Robert S. Oelman, foundation chairman, said, "The 'Friends' membership will provide the Museum with an on-going, close-knit nucleus of individuals and organizations vitally interested in the day-to-day operation of the world's largest and oldest military aviation museum."

The 'Friends' program is managed by Blair M. Brown, a former museum employee. "Among the benefits offered with the \$10 annual membership dues," Brown said, "are 20 per cent discounts in the gift shop, 10 per cent discounts in the book store, special events, and a newsletter. Each member will also receive the museum's 100-page aircraft picture book

and a 1978 museum calendar. All members will be given a personalized membership certificate upon joining and a current membership card each year upon renewal."

Brown also pointed out that new gifts will be offered each year as incentives to keep memberships current. He expects that the savings in the gift shop and book store will be a major attraction for many a person who are interested in aviation-related items or who collect aviation books.

The Air Force Museum Foundation, which sponsors the "Friends" program, was founded in 1960 by a group of people in Dayton, Ohio, where the museum is located, who were interested in furthering its growth. The first goal was to raise money to construct a new museum building and donate it to the Air Force.

Over \$6 million were raised and construction was completed in 1971. A visitor recep-

tion area, housing a 300-seat restaurant, offices, and shops was added in 1976.

"While this cause raises funds for the Foundation to continue its philanthropic work," said Col. Richard L. Uppstrom, museum director, "it also creates an organization of individuals who want to be a little closer to the museum and what we are doing here . . . those really interested in the details of military aviation history and the people who made Air Force history. We would like to end up with a network of support that could be called onto search out and find items we need for our collection. In turn we hope to offer a series of special events and features of special interest to our 'Friends.'"

Individuals who wish to join may obtain an application form by writing: Air Force Museum Foundation, P.O. Box 1903, Wright-Patterson AFB, Ohio 45433.

ETIN BOARD



TO REDUCE HAZARD POTENTIAL

amine and Compare

Judgement

Capabilities of Resources (Personnel and Equipment)

Mission Demands (Weather, Terrain, Time)

hen Decide

To Go or No-Go

on't Let Ego or Ignorance Decide for YOU!

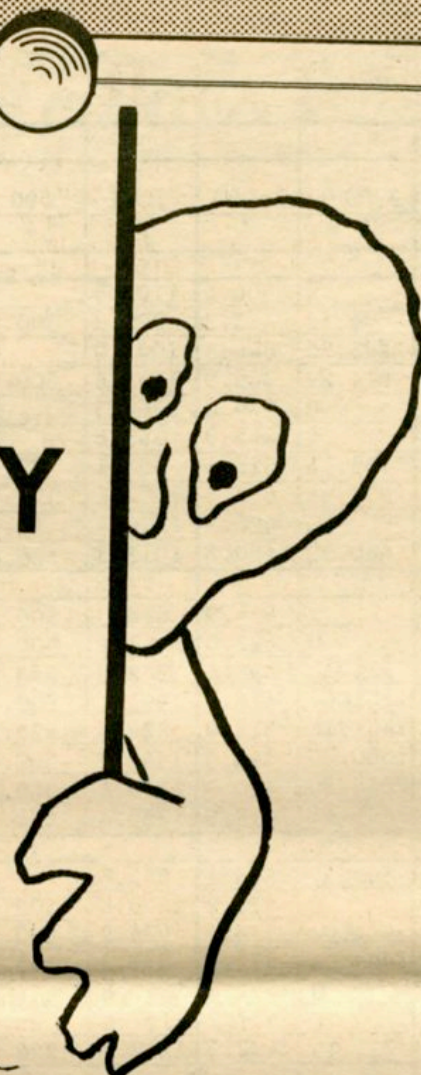
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ACCIDENT SITE SAFETY AND HIDDEN HAZARDS



Five Civil Air Patrol members were injured at accident sites this year; fortunately, none of the injuries was fatal. Two of the injuries were caused by flying debris stirred up by helicopter rotor wash. One was caused by exposure to toxic chemicals present in the wreckage of an agricultural aircraft. Another eight injuries and four fatalities occurred while CAP members were enroute to and from the sites. While this list is not all inclusive, it should remind us that accidents often occur in a related chain of events. We should also be aware that one accident does not always terminate the chain of events. This article will address accident site safety only.

The size of an accident site and hazards encountered vary according to the forces, weather, terrain, and objects involved, e.g., tornadoes, floods, fire, vehicles, and structures. We must be aware that hazards exist and thus reduce their potential by appropriate action. The following list contains some of the hazards and/or hazardous materials often present at accident sites.

Fire
Toxic Fluids
Acid
Damaged Structures (bridges, dwellings)
Sharp Objects
Flammable Liquids (gasoline, diesel oil, jet fuel, hydraulic fluid)
Broken Trees
Poisonous Reptiles
Ordnance (ammunition)

Explosions
Toxic Fumes
Flying Debris or Suspended Debris
Hot Metal
Electrically Charged Objects (batteries, power lines, wires, capacitors)
Radioactive Material
Pressurized Containers (hydraulic accumulators, inflated tires, and bottled gasses)

Add to this list the conditions imposed by nighttime, congested vehicular traffic, excited observers, and the desire to rapidly respond to the human needs of others, and the potential of further injury becomes obvious.

Civil Air Patrol members and individual units always face the probability of encountering these situations. The need for site security and rapid, accurate communication are vital—these are areas wherein Civil Air Patrol has excelled. Cooperation with law enforcement and investigative agencies is absolutely necessary. Nothing in the accident area should be moved or disturbed if at all possible; otherwise, subsequent investigation may be hampered.

Whatever situation you may encounter, take time to look around and consider the factors at hand. Do not hesitate to ask the opinion of others. First-aid training always pays off; don't be surprised if YOU are the ONLY ONE present who has knowledge of first aid. **YOUR PREPAREDNESS NOW CAN PREVENT INJURY LATER!**

1977 Wing Effectiveness

	3,000	1,000	2,000	500	2,000	2,300	1,000	1,200	2,000	500	1,000	1,700	1,500	1,200	700	1,500
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
NORTHEAST																
CONNECTICUT	0	506.5	1102.5	0	1080.0	2128	965	515.2	1325	250	0	1538.5	1260.0	0	0	500.0
MAINE	836.13	463.3	808.3	500.0	692.1	2225	998	850.9	2000	500	0	1025.0	1500.0	1200.0	0	500.0
MASSACHUSETTS	793.33	646.5	1001.0	0	609.1	2085	913	234.1	1875	250	1000.0	705.3	911.1	0	0	0
NEW HAMPSHIRE	614.29	340.9	1463.6	500.0	664.3	2184	958	1050.0	1881	500	0	1200.0	1500.0	1200.0	0	500.0
NEW JERSEY	0	170.8	1069.3	0	732.9	2199	978	908.5	663	250	0	1200.0	1304.4	1200.0	700.0	1500.0
NEW YORK	0	545.0	568.6	0	880.1	2245	940	402.6	1354	500	0	1211.8	452.1	700.0	350.0	1500.0
PENNSYLVANIA	763.16	518.4	804.1	89.5	919.1	2260	870	416.5	1301.5	250	1000.0	1700.0	1103.4	1200.0	700.0	1500.0
RHODE ISLAND	2935.96	637.4	1082.1	500.0	631.7	2090	930	880.6	1600	500	0	1200.0	1500.0	1200.0	700.0	1500.0
VERMONT	0	498.3	1220.4	35.7	660.0	2195	930	878.5	1676	250	1000.0	525.0	1111.1	1200.0	700.0	1500.0
TOTAL	660.32	480.8	1013.3	180.6	763.3	2179.0	942.4	681.9	1519.5	361.1	333.3	1145.1	1182.4	877.8	350.0	1000.0
MIDDLE EAST																
DELAWARE	0	414.9	898.0	500.0	1180.0	1945	980	589.0	1220	250	1000.0	1566.7	1163.9	1200.0	700.0	1500.0
MARYLAND	0	492.0	1447.9	500.0	1336.4	2140	970	450.0	1274	250	1000.0	805.6	1451.1	1200.0	700.0	1500.0
NATIONAL CAPITAL	1921.11	599.8	1382.0	388.9	1450.0	2160	965	986.2	1700	250	1000.0	1137.5	1500.0	1200.0	700.0	1500.0
NORTH CAROLINA	1381.67	516.7	1591.6	500.0	1161.6	2292	965	1099.4	1889	500	1000.0	1700.0	1500.0	1200.0	700.0	1500.0
SOUTH CAROLINA	2400.18	310.9	804.6	500.0	1165.0	1980	960	930.7	1142	500	0	1210.0	775.8	1200.0	700.0	1500.0
VIRGINIA	1500.00	493.3	1540.2	500.0	1221.7	2255	998	1200.0	2000	250	1000.0	1700.0	1252.4	1200.0	700.0	1500.0
WEST VIRGINIA	2642.20	454.3	1158.6	500.0	1160.0	1683	980	1200.0	1275.5	500	1000.0	1200.0	1500.0	1200.0	700.0	1500.0
TOTAL	1406.45	468.8	1260.4	484.1	1239.2	2065.0	974.0	922.2	1500.1	357.1	857.1	1331.4	1306.2	1200.0	700.0	1500.0
GREAT LAKES																
ILLINOIS	540.32	535.1	1085.8	0	631.5	1926	930	600.0	1363	250	0	1548.3	888.9	1200.0	700.0	1500.0
INDIANA	0	411.8	1440.8	500.0	1038.1	2071	980	754.4	1600	500	1000.0	1700.0	1092.6	1200.0	700.0	1500.0
KENTUCKY	1934.84	316.3	904.7	500.0	1030.0	2005	925	57.1	1031	500	1000.0	791.7	642.9	1200.0	350.0	1500.0
MICHIGAN	1803.96	472.2	837.3	465.1	698.3	1704	910	870.5	1509	500	1000.0	1450.0	1446.2	1200.0	700.0	1500.0
OHIO	0	402.3	1250.6	0	828.5	1783	930	270.0	1233.5	500	1000.0	1413.1	946.2	700.0	0	0
WISCONSIN	0	457.2	1157.4	0	715.6	1955	845	484.8	1046	250	0	1269.5	1094.3	1200.0	350.0	500.0
TOTAL	713.19	432.5	1112.8	244.2	823.7	1907.3	920.0	506.1	1297.1	416.7	666.7	1362.1	1018.5	1116.7	466.7	1083.3
SOUTHEAST																
ALABAMA	533.04	484.9	1506.4	480.8	1333.3	1851	985	1032.4	1542.5	500	1000.0	1143.6	834.9	1200.0	700.0	1500.0
FLORIDA	1500.00	575.7	1569.1	295.5	1223.3	2105	945	712.7	1592	500	1000.0	1464.8	950.0	1200.0	700.0	1500.0
GEORGIA	0	575.0	1510.5	325.6	1326.2	2004	974	651.1	2000	500	1000.0	1102.5	1487.4	1200.0	700.0	1500.0
MISSISSIPPI	0	708.7	1495.7	500.0	1043.1	2122	970	1200.0	1758	500	1000.0	1525.0	794.1	700.0	700.0	1500.0
PUERTO RICO	2026.80	368.9	1310.2	500.0	730.0	1865	795	275.3	978.5	500	1000.0	1184.7	614.9	1200.0	700.0	1500.0
TENNESSEE	1474.21	551.3	1327.4	500.0	1083.9	2150	996	1200.0	2000	250	1000.0	997.5	1500.0	1200.0	700.0	1500.0
TOTAL	922.34	544.1	1453.2	433.7	1123.3	2016.2	944.2	845.3	1645.2	458.3	1000.0	1236.4	1030.2	1116.7	700.0	1500.0
NORTH CENTRAL																
IOWA	0	650.8	987.4	180.0	795.0	1749	845	600.0	1259.5	250	1000.0	580.0	968.7	1200.0	350.0	1500.0
KANSAS	1500.00	412.1	587.9	0	1108.6	1668	965	303.2	438	500	750.0	1009.1	1409.1	1200.0	700.0	1500.0
MINNESOTA	0	288.3	1331.5	262.5	475.0	2250	995	628.3	866.5	250	1000.0	1437.2	597.2	1200.0	700.0	1500.0
MISSOURI	0	284.5	1249.5	195.7	982.9	2209	830	280.3	1645.5	500	1000.0	841.1	1143.6	0	700.0	1500.0
NEBRASKA	0	367.1	1307.6	500.0	1236.1	2114	970	494.2	1225	500	1000.0	1288.2	1312.5	1200.0	700.0	1500.0
NORTH DAKOTA	667.60	70.7	629.1	0	625.0	2217	980	140.4	1045.5	500	750.0	533.3	400.1	0	700.0	1500.0
SOUTH DAKOTA	0	407.1	768.1	500.0	285.0	1897	630	486.1	375	0	0	881.8	541.7	0	700.0	1000.0
TOTAL	309.66	354.4	980.2	234.0	786.8	2014.9	887.9	418.9	979.3	357.1	785.7	938.7	910.4	685.7	650.0	1428.6
SOUTHWEST																
ARIZONA	0	303.5	470.8	500.0	560.0	2185	779	543.1	1191.5	500	1000.0	805.8	750.0	1200.0	0	1500.0
ARKANSAS	0	120.6	1018.0	0	435.0	2275	968	575.6	1383	500	1000.0	705.9	1027.8	1200.0	350.0	1500.0
LOUISIANA	0	451.3	554.5	208.3	777.9	2050	904	909.7	1355	500	0	1527.9	1350.0	1200.0	700.0	0
NEW MEXICO	3000.00	334.5	202.5	285.7	329.3	1475	625	133.3	1469	0	0	500.0	1500.0	1200.0	0	1500.0
OKLAHOMA	1070.18	456.9	1442.6	500.0	1019.3	2200	996	998.6	1900	500	500.0	1505.6	1358.6	1200.0	700.0	1500.0
TEXAS	1341.65	243.7	1266.6	232.1	1151.1	2200	910	409.2	731	250	1000.0	1178.3	1121.4	300.0	700.0	1500.0
TOTAL	901.97	318.4	825.8	287.7	712.1	2064.2	863.7	594.9	1338.3	375.0	583.3	1037.3	1184.6	1050.0	408.3	1250.0
ROCKY MOUNTAIN																
COLORADO	529.76	403.2	797.5	500.0	811.7	1866	795	535.2	1506	500	750.0	1362.0	1166.7	700.0	350.0	1500.0
IDAHO	0	119.9	676.6	343.8	400.0	1619	750	329.5	1300	0	750.0	570.6	638.9	1200.0	700.0	500.0
MONTANA	0	174.8	677.5	0	280.0	1475	775	256.2	813.5	250	750.0	1200.0	1291.7	700.0	0	0
UTAH	2324.19	410.8	494.0	434.8	825.6	2070	800	642.8	1362	500	500.0	644.2	1460.6	1200.0	700.0	1500.0
WYOMING	0	397.8	533.8	500.0	535.0	150	600	1135.7	1250	500	1000.0	450.0	789.5	0	700.0	1500.0
TOTAL	570.79	301.3	635.9	355.7	570.5	1436.0	744.0	579.9	1246.3	350.0	750.0	845.4	1069.5	760.0	490.0	1000.0
PACIFIC																
ALASKA	0	55.2	1073.1	250.0	325.0	1665	942	470.9	1166	500	1000.0	998.3	1009.7	0	700.0	1500.0
CALIFORNIA	731.31	295.4	1579.2	38.2	1213.0	2220	920	404.9	1283.5	500	1000.0	1165.4	995.0	1200.0	700.0	1500.0
HAWAII	0	0	630.1	264.7	993.6	1406	925	1008.5	710.1	250	1000.0	1200.0	864.8	1200.0	700.0	1500.0
NEVADA	1241.57	405.5	594.0	500.0	935.0	1913	930	1200.0	1772	500	1000.0	566.7	1500.0	1200.0	700.0	1500.0
OREGON	626.58	236.5	1115.8	500.0	752.9	1942	912	847.1	1423.5	500	1000.0	1419.4	1224.2	1200.0	700.0	1500.0
WASHINGTON	0	352.0	637.4	266.7	765.0	1754	903	290.5	1094	250	1000.0	752.5	750.0	1200.0	700.0	1500.0
TOTAL	433.24	224.1	938.3	303.3	828.3	1816.7	922.0	703.7	1241.5	416.7	1000.0	1017.1	1057.3	1000.0	700.0	1500.0

s Evaluation Program

1977 Evaluation Criteria

1. Membership Growth
2. Information Officer Effectiveness
3. Accident Prevention
4. Flight Clinic Attendance
5. Senior Training
6. SAR and CD Effectiveness and Training
7. Communications
8. Cadet Flight Orientation
9. Aircraft Operations and Maintenance
10. CAP Vehicle Inventory Status
11. Management and Control of CAP Property
12. Cadet Awards
13. Encampment Attendance
14. Wing and Region Cadet Activities
15. Aerospace Education Workshops
16. External Aerospace Education
17. Chaplain Program Effectiveness
18. Financial Accounting

Highlights Of 1977

- New Mexico was top wing in membership growth.
- Mississippi had the most effective information program.
- Hawaii was tops in Mitchell Awards with 160 per cent of its goal.
- National Capital was top scorer in Senior Training.
- California and Oregon were best in Chaplain Program effectiveness.
- New Mexico had the best encampment attendance with 189 per cent of its goal.

Wing Relative Standings

(1976)	(1977)	(1976)	(1977)
(-3-)	1. North Carolina21,379.5	(-11-)	27. Vermont15,703.8
(-7-)	2. Virginia21,040.6	(-51-)	28. Kansas15,666.3
(-22-)	3. National Capital . . .20,502.5	(-14-)	29. Maine15,595.0
(-38-)	4. West Virginia20,331.1	(-34-)	30. Colorado14,525.6
(-4-)	5. Tennessee20,131.3	(-12-)	31. Minnesota15,331.8
(-32-)	6. Rhode Island19,632.5	(-26-)	32. Illinois15,153.7
(-9-)	7. Florida19,514.1	(-19-)	33. Missouri15,040.1
(-29-)	8. Oklahoma18,515.0	(-23-)	34. Arkansas14,671.2
(-1-)	9. Georgia18,484.8	(-6-)	35. Iowa14,665.4
(-5-)	10. Alabama18,276.8	(-42-)	36. New Jersey14,431.4
(-13-)	11. Mississippi18,244.4	(-40-)	37. Hawaii14,398.1
(-44-)	12. Nevada18,171.3	(-15-)	38. Louisiana14,045.9
(-35-)	13. Indiana18,076.0	(-20-)	39. Arizona13,906.5
(-24-)	14. Michigan18,070.6	(-33-)	40. Washington13,904.1
(-25-)	15. Oregon17,800.0	(-21-)	41. New Mexico13,810.3
(-37-)	16. South Carolina17,715.7	(-28-)	42. Alaska13,082.5
(-45-)	17. California17,645.9	(-36-)	43. Ohio13,035.5
(-31-)	18. Maryland17,334.3	(-30-)	44. New York12,994.2
(-2-)	19. Nebraska17,220.0	(-39-)	45. Connecticut12,842.7
(-16-)	20. Puerto Rico16,790.1	(-10-)	46. Massachusetts12,698.2
(-27-)	21. Pennsylvania16,788.2	(-18-)	47. Wisconsin12,327.8
(-17-)	22. Utah16,780.0	(-46-)	48. North Dakota12,218.7
(-43-)	23. Delaware16,686.8	(-52-)	49. Idaho11,391.1
(-48-)	24. Texas16,131.8	(-49-)	50. Wyoming11,099.3
(-47-)	25. Kentucky15,910.0	(-8-)	51. South Dakota9,970.1
(-50-)	26. New Hampshire . . .15,703.8	(-41-)	52. Montana9,850.5

Region Relative Standings

1. Middle East	19,284.4
2. Southeast	18,573.8
3. Pacific	15,833.7
4. Great Lakes	15,429.2
5. Southwest	15,180.1
6. Northeast	15,154.2
7. North Central	14,301.7
8. Rocky Mountain	12,929.3



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

MARCH 1978

NUMBER 3

INFORMATION

1. **ARMED FORCES DAY-1978.** Armed Forces Day this year will be Saturday, 20 May 1978, and all military installations in the United States have been urged to participate in the observance. All Civil Air Patrol units which are located on or near military installations should plan to join in this observance if at all possible in as many ways as possible. The observance can begin Monday, 15 May, and run through Sunday, 21 May, according to local wishes, but the principal day will be Saturday, 20 May. Civil Air Patrol commanders and information officers who wish to join the observance should visit the military base information office and discuss the observance with personnel there. Do this as early as possible! OI

PERSONNEL

2. **CHANGES TO THE WING DUES STRUCTURE.** Changes to CAP dues—at all levels—are permitted only once a year in conjunction with the new fiscal year (July renewals). Since renewal notices are dispatched by National Headquarters 90 days in advance, the first notices to July renewals will be mailed on/about 1 May. Therefore, any dues changes desired for fiscal year 1979 must be received by National Headquarters (DPH) no later than 15 April. If any wing anticipates a need for a change in membership dues for the next fiscal year, the request should be forwarded immediately to the region commander for approval. Approved changes should then be forwarded to National by the region commander so as to arrive no later than 15 April. DPH

3. **NEW CADET MEMBERSHIP.** Units are reminded that, effective 1 January 1978, a check in the amount of \$12.00 must accompany all new cadet applications forwarded to National Headquarters. Six dollars of this amount is for National dues, and \$6.00 is for bookstore study materials for phases I and II of the cadet program (packet 1). For complete details, see the article on the new cadet contract system in this issue of the "Civil Air Patrol News." DPH

4. **TRANSMITTAL OF DUES.** In order to speed processing of new Civil Air Patrol membership applications, units are reminded to complete a CAP Form 1, "Transmittal of Dues for New CAP Members," with each application or group of applications submitted to National Headquarters. If the Form 1 is not included, the membership applications are held for special processing after all other applications which have been properly submitted. Failure to submit the Form 1 serves only to delay processing by National. DPH

ADMINISTRATION

5. NEW AND REVISED CAP PUBLICATIONS:

- a. CAPM 50-16, "The Leader's Handbook for the Cadet Program," 2 February 1978, supersedes CAPM 50-16, January 1975.
- b. CAPP 100-2, "Civil Air Patrol Communications Directory," 10 January 1978, has been published. *THIS IS A PURCHASE ITEM ONLY—DO NOT ORDER FROM DAP.*
- c. CAPF 1, "Transmittal of Dues for New CAP Members," February 1978, supersedes CAPF 1, July 1972.
- d. CAPF 7, "Cadet Listing for Special Activities/Encampments," February 1978, supersedes CAPF 7, December 1973.
- e. CAPF 20, "Encampment Report," February 1978, supersedes CAPF 20, April 1976.
- f. CAPF 54, "Application for CAP Encampment," February 1978, has been published. DAP

FOR THE EXECUTIVE DIRECTOR

Donald A. O'nesky
DONALD A. O'NESKY, Lt Col, USAF
Director of Administration

THE CIVIL AIR PATROL BULLETIN IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

PULL OUT AND POST

Imagination, Work Save Squadron Money

By Capt. Jim Black
Red Oak Optimist Comp. Sq.

RED OAK, Iowa — Members of the Red Oak Optimist Comp. Sq. (Iowa Wing) recently remodeled the headquarters building at a savings of \$3,000.

The structure, originally built in 1954, had only one room, which was wholly inadequate for squadron needs. For example, during meetings people had to yell to be heard above the radios operating in the same room. The

exterior was badly weathered, with peeling paint and worn roof.

Remodeling was a team effort, supported by the entire squadron membership. Cadet Mike Kempton, the cadet commander, and I, as deputy commander, got the ball rolling on the project and generated interest in it. Assisted by the squadron commander, we developed a set of plans, incorporating some needed changes.

In an effort to keep costs down, cadets and senior members collected as much building

material as possible. Besides ransacking basements, attics and garages, members visited a nearby lumber yard and received donations of a damaged door and several torn bags of shingles, which were enough to do the entire roof. The lumber yard also gave the squadron a 15 per cent discount on all materials needed to complete the remodeling project.

Work on the building's exterior started in October 1976. Windows on three sides, as well as the ex-

isting door, were walled in to provide needed wall space. The window in the remaining wall was removed and a door installed. Then new siding was put on and the roof finished.

The exterior work was completed in 30 days, and remodeling of the interior continued through the winter months. The interior space was divided into four rooms.

The briefing room, used for cadet training and pilot briefings, has three separate information boards. A combination ground operations board and bulletin board is on one wall. A combination air operations board and grid map occupies another wall. The third wall has a training board, a status board and a projector screen.

Three smaller rooms are grouped at one end of the building.

The floor of the projection room is raised 12 inches, allowing the operator to project over the heads of viewers. The room contains a full array of audio-visual equipment, including an overhead projector, film-strip and slide projectors, a 16mm film projector and an AM-FM-phonograph combination with tape player. There are also remote switches, operating lights and speakers in the other rooms.

The administration room contains personnel files, forms and a registration desk for registering members during search and rescue missions.

The radio room has three working stations, for base to base, ground to base and air to base communications. A grid map, status board and bulletin board are also located in the radio room.

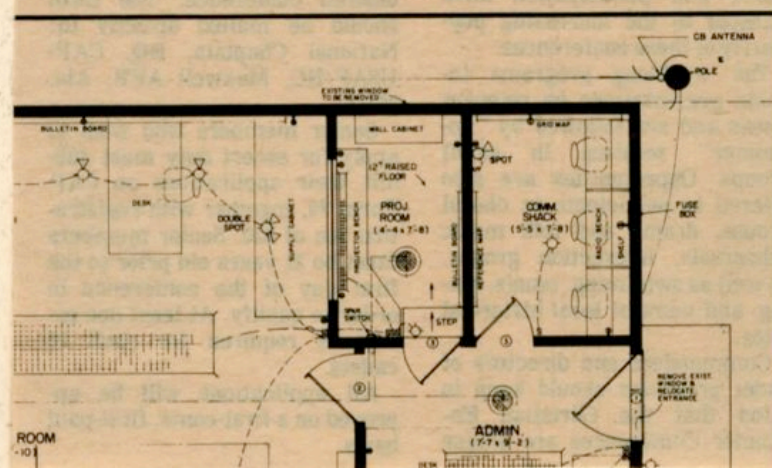
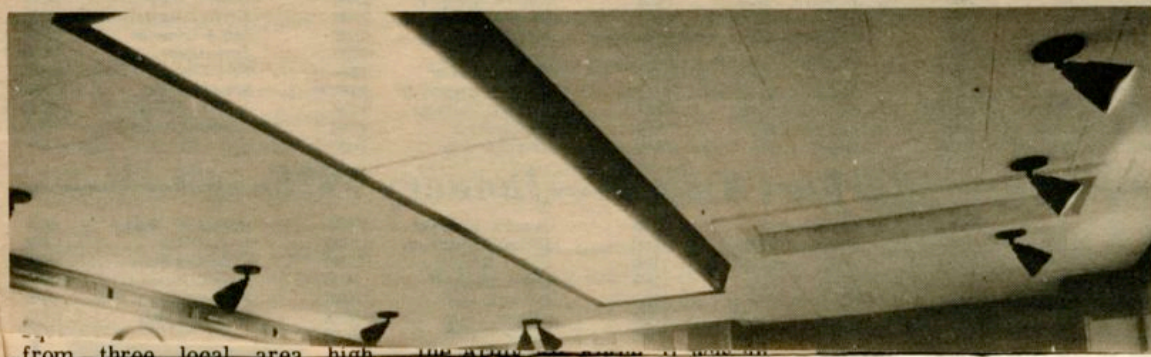
As work on the building progressed, squadron members found more and more people supporting them through donations of materials or money. The parents of one of the cadets donated an aluminum flag pole and flag, and an area pilot donated a room air conditioner.

Except for minor finishing touches, the project was completed last July, and a special dedication and open house was held. The new facility was renamed the Betsinger Search and Rescue Center, in honor of Lt. Col. C.O. Betsinger, past commander and founder of the squadron, who is still an active member.

The building was used for two major activities recently, as a training center during Iowa's first glider encampment in June and as a search and rescue center during an exercise in September.

The new headquarters shows what can be done with a minimum of space and expense, and a maximum of desire, imagination and hard work. The complete project cost about \$2,000, which, considering all the improvements, is very reasonable. It would probably have been more than twice that if done by a contractor, mainly because of labor costs. Our squadron members, seniors and cadets alike, donated their labor on the remodeling.

The basic plan of the structure could be adapted to fit almost any squadron's needs. Anyone desiring plans of the building can write Capt. Jim Black, 503 Sunset Ave., Red Oak, Iowa 51566.



FINISHING UP — Cadets Joe Portz, standing, and Mark Kempton, add finishing touches to the exterior of the new squadron headquarters building.

FLOOR PLAN — The basic plan of the structure detailed in this architect's drawing, could be adapted to fit the needs of various squadrons. A pre-



TALK TO A THUNDERBIRD — Cadet Ricky Cutter, right, of the Florence Comp. Sq. (South Carolina Wing) poses with Air Force Capt. Dan McCoy, slot pilot for the Thunderbirds Air Force Aerial Demonstration Team, who was guest at a recent squadron meeting.

Air Force Offers Two Christian Encounters

MAXWELL AFB, Ala. — Two Air Force sponsored Christian Encounter Conferences will be held this year, according to Chaplain (Col.) Robert H. Beckley, CAP National Chaplain.

The 1978 conferences will be conducted at two locations — Mars Hill College, Mars Hill, N.C., July 24-28, and at Mo Ranch, Hunt, Tex., Aug. 7-11. The conferences may pose transportation problems for most wings, Chaplain Beckley said, so advance planning is necessary.

The Air Force, which has sponsored the conferences for 26 years, has again invited Civil Air Patrol cadets and senior members to participate in this summer activity, he said.

The conferences are designed to appeal to the youth who must learn to cope with the demands of today's society. Increased attendance and participation have attested to the increasing popularity of these conferences.

The weeklong programs include presentations on relevant issues and are followed by "encounter" sessions in small groups. Opportunities are also offered to participate in choral groups, drama and folk music rehearsals, interaction groups, as well as swimming, tennis, hiking, and tours of local historical sites.

Commanders and directors of cadet programs should keep in mind that the Christian Encounter Conferences are unique

in that each is a week of religious renewal. Cadets who have no desire to attend this type of function should not be selected. A cadet who voluntarily selects a Christian Encounter Conference as an alternate activity may attend, but in no case should a cadet be forced to attend in order to fulfill a requirement.

Cadets and escorts may attend either of the conferences, depending on convenience, location and transportation. There are no requirements for award achievement or a physical examination. Please contact your wing liaison officer immediately for assistance or information on transportation.

Cadets must apply by submitting CAP Form 31 with a registration fee of \$20 at least 30 days prior to the beginning of the desired conference. The form should be mailed directly to: National Chaplain, HQ. CAP-USAF/HC, Maxwell AFB, Ala. 36112.

Senior members who wish to apply for escort duty must submit their applications on CAP Form 70, together with registration fee of \$20. Senior members must be 21 years old prior to the first day of the conference in order to qualify. At least one escort is required for each 10 cadets.

All applications will be approved on a first-come, first-paid basis.

CADET AWARDS

Earhart Awards—December 1977

John H. Cleveland Jr.01041	Linas R. Kunstmanas11189	Donna G. Fink29092	Thomas B. Wade41144
Bill Jolley01093	Russell J. Severino11211	Rocco A. Dalesio29092	Melvin C. Ricks42010
Cecil G. Davis03046	Joan M. Higgins11219	Frederick E. Lithgow29092	Gregory L. Bowman42076
Lance N. Terrill04334	Alan C. Denny11254	James A. Kinsman29096	Mark A. Floyd42334
Steven C. Stanton04334	George O. Rennels14061	Robert J. Elsner31039	James S. Wreyford43027
John J. Krawczyk04364	Tony E. Struthers14099	Thomas H. Weatherby31039	Mike A. Sawyer43027
Gregory L. Thomas04389	John H. Thoele II14112	Joseph A. Cacciola31072	Michael A. Spalding45095
Karen D. Farnum04412	Darryl J. Hebert16014	Ronald E. Schultz31088	Kyle A. Gerlitz46002
Scott E. Murphy05070	Douglas G. Kunkowski18088	Daniel R. Tomczak31173	Thomas M. Hickey47040
Mary R. Swan06059	Steven A. Aschkenase19022	Sydney O. Drain31188	Ernest D. Clevenger47040
Dennis E. Williams07004	John A. Howard19026	Lorraine G. Swift31295	Brian M. Rusch48055
Kevin B. Mello08084	Gary P. Stockdale20096	Paul D. Shankland32029	Terreea L. Price50017
Kevin L. Henry08116	Keith D. McKay20238	James R. Robertson Jr.35067	Kathleen M. Bilak50017
Lisa V. Carmona08117	John A. Hed21016	Robert A. Wood36046	Alan W. Fraser51009
Douglas A. Moyer08117	James M. Moen21021	Jeffrey A. Krey36078	Gary G. Mau51031
Webster B. Essex08142	John H. Francis Jr.21042	Robert W. Manley37018	Harry Huber51048
Michele D. Litz08160	Marie E. McLaughlin22057	Brian E. Sheaffer37060	David L. Nelson51048
Nancy A. Collop08303	Richard A. Payne24009	Ronald A. Szurgot II37089	Shane L. Walden51048
David K. Milner08425	Eugene J. Freeman Jr.24012	George J. Pelter37089	Melvin J. Hirtzel51048
Michael A. Dalbertis09029	Bradley N. Allen24018	Jerry K. Dye37193	Luis A. Camacho52062
George J. Arnold09090	Janel K. Hino25053	Laurie A. Jones37193	Jaime Ojeda52066
Danny L. Hall10049	Michael E. Adams26019	William F. Kelley38016	Eric Hilario52066
Laurie L. Hanson11041	Cynthia R. Rosenthal26063	Francis B. Gregory Jr.39064	Milton L. Seda52066
Michael J. Gallagher11113	Marian F. Cronin28037	Cynthia L. Huizenga40052	Jorge L. Ramos52066
K.D. Sindelacker11137	Robert E. Fuchs29004	Ted Roberts Jr.41094	Adalberto Rivera52122
Andrew E. Greenberg11184	Joyce D. Cook29092	Richard A. King41136	

Earhart Awards—January 1978

Jeffrey S. Gaw04016	Elton Neustel10083	James A. Houchens18052	Mark G. McWhirter50043
Gary E. Liswood04128	Michael J. Wolfe11187	Richard M. Lariviere19015	Jorge Rivera52021
Paul L. Coon04224	Sam G. Carbaugh11205	Paul H. Schmidt21094	Filiberto Asencio52066
Lawrence M. Brundy05021	John G. Kall11254	Lisa A. Hayhurst34166	Jorge L. Perez52066
Harold L. Cunningham08125	Ken D. Butcher14099	Debbie L. Polk35067	Francisco Diaz52105
Sandra A. Plourde08160	Michael R. Foster17035	Allen W. Zaugg36028	Waldemar Vega52119
Douglas D. High10049	Joseph W. Murphy17035	James M. Parker37102	

Mitchell Awards—January 1978

Lee J. Mayes01034	Denny D. Branham08128	Michael W. Riker25056	David R. Liebert37102
Kevin W. Griffith01091	Jeffrey P. Boyle08293	David D. Schaefer26010	Bruce W. Eddy37172
Herbert A. Lord01091	Nick D. Schordje11011	Elaine K. Rosenthal26063	Lori A. Lawson39014
Thurma G. Garvin03092	Kevin J. Ruggio11075	Marc Di Cocco29092	Earl M. Boxa40038
Paul M. Weber04116	Christina G. Raimo11205	M.J. Michniewski29092	Mahlon L. Smith41136
Glen A. O'Brien04220	Michael J. Stille11228	Duane G. Redfern29092	Anthony R. Salazar42187
Larry B. Hakala04220	Neal A. Maguire11254	Patricia McInnis31011	Robert M. House45064
Samuel Valles04334	David T. Sanders12123	Thomas D. Baker31311	Robert M. Lowe45088
Douglas B. Eddy04394	Joseph L. Hemmer14035	D.A. Christopher32020	Robert C. Pfeffer45122
Richard J. Levitt06004	Jean R. Gaiennie Jr.16005	Scott L. Gantt32020	George B. Campbell45122
Adam J. Dabrowski06022	Patricia A. Pennanen18071	Charles V. White32029	Mark W. Easterwood46039
James M. Nathlar07004	C.J. Raymond19006	John W. Smith34015	Kenneth E. Meloche46039
Angelo G. Grabowski07008	James B. Morrissey19032	Patrick W. Hannigan34070	Larry R. Burris48146
Patrick F. Rea08054	Eric A. Gallant19050	Jimmie L. Alston Jr.36016	James A. Angus48153
Robert H. Manning08054	Mark A. Fillion19050	John P. McLaughlin36042	John A. Mahoney48153
John B. Rodgers08089	Robert E. Iles19067	Roy W. Fox36042	Daniel B. Donohue48153
Kenneth W. Parris08104	Alex J. Giese20237	Robert N. Lego37089	Theodore W. Erickson48159
Ibrahim Rodriguez08117	Charles A. Lyngstad21114	Eric L. Kase37089	Lionel H. Mitsuya51031
Jay J. Warwick08128	Ray M. Allen25056	Walter H. Chase III37089	

Guard Rides Hitler's Plane

SARASOTA, Fla. — Cadet Thomas Saltzgaber of the Sarasota Comp. Sq. (Florida Wing) was recently assigned to provide security for a JU-52 aircraft at an airshow in Venice, Fla.

The airplane, now known as "Iron Annie", is reputed to have been Adolf Hitler's personal aircraft during World War II.

During a break in the crowds, Saltzgaber had the opportunity to go inside the aircraft to look it over. The pilot and owner, Mar-

tin Caiden, was on board and, seeing Saltzgaber in a CAP uniform, asked him if he would like to go for a ride.

He didn't have to ask twice. Without proper permission from his CAP supervisors and unknown to other members of his squadron on duty at the airshow, Saltzgaber flew in a plane that many of them would like to have had a chance to fly in.

When he returned no one was mad at Saltzgaber, but they were a little jealous.



TAKEN FOR A RIDE — While on duty as a security guard for a JU-52 at a recent airshow, Cadet Thomas Saltzgaber, left, was given a ride in what was reportedly Hitler's personal plane by owner Martin Caiden.

SAR People

ELTs Increase Success

By Maj. Robert Mattson
HQ. CAP-USAF

First, let me express my appreciation to all who have volunteered to help identify what the CAP ground search and rescue (GSAR) teams should be doing. It takes time, effort, and interest to put your ideas on paper, and I thank each one of you for making the effort. Now to the figures.

For the last few years I have been compiling some unofficial figures on search and rescue missions, specifically on the ELT and TAP missions. I also dug into the past few years of CAP mission activity to see what interesting statistics I could discover, and I think you might be interested in what I found.

In 1973 the CAP flew 174 hours for each find and in 1977 you flew only 36 hours per find. This is a 79 percent reduction in effort for each find! An impressive figure to be sure, but is it really a good measure of our improvement? Remember that in 1973 we didn't have the ELTs to help (and frustrate) us, and, the "find" figures do include all of the false ELT's we track down.

Eliminating all of the false ELT "finds" we increase the effort to 103 hours per find, which is still a 41 percent reduction from the 1973 figure. I believe this reduction can be attributed to the 43 ELT finds (actual crash) and the 38 CAP finds the Air Force Rescue Coordinating Center (AFRCC) had in 1977. The average ELT find (actual crash) required only 13 hours per mission. This does not mean it took 13 hours to find the ELT, but rather that the average effort expended on an ELT mission was 13 flying hours. This includes time to and from home base, time flown during the recovery, and whatever visual searching may have been conducted.

When the ELT is not instrumental in locating the crashed aircraft, the AFRCC figures

show an average of 83 flying hours per mission. The 13 flying hours per ELT mission is only 15 percent of what is required for non-ELT missions, but, when we take into account all of the false missions (381 for the AFRCC in 1977), does the ELT still have an advantage over non-ELT missions?

My calculations based on the AFRCC figures indicate that even with all the false ELTs, the ELT is still an effective device. I offer the data from 1976 and 1977 to support my conclusions. ("ELT FIND" means actual crash site found by use of ELT.)

Even with the hundreds of false ELTs we chase each year, the ELT is still a good unit, and last year assisted in locating 22 percent (43) of all missing aircraft searched for by the AFRCC.

There were significant improvements in our non-ELT missions last year, also. The average flying time (effort) expended on a non-ELT mission was reduced by 42 percent, from 144 hours in 1976 to only 83 hours in 1977. The Track Analysis Program (TAP), which uses the FAA radar computer information to help locate the last known position, was used on 20 percent of all missing aircraft missions. On 75 percent of the TAP missions the objective was located with an average effort of only 42 hours.

The remaining 25 percent of the TAP missions included all of the high effort missions conducted in 1977, and this high effort drove the overall average of TAP mission effort up to 145 hours per mission. Traditionally, 75 percent of all effort expended on SAR missions is spent looking for 20-25 percent of the targets.

There may be other reasons for the high average of effort on TAP missions. For example, one person suggested that the high effort required on TAP missions, where we have a very good idea where the target is, indicates that we may not be expanding sufficient

effort on our non-TAP missions to have any reasonable expectations of locating the aircraft.

If you have any other theories as to why the average effort on TAP missions is so high, I'd like to hear about them. I'm always looking for problems and indicators which will lead us to better prosecution of the SAR mission.

Overall, as I see it, the victims of aircraft crashes are getting better service from the AFRCC and the CAP. However, the reduction in effort is not due to our individual proficiency improvements but rather to the use of new equipment.

The ELT and TAP do help and we can make better use of these tools by educating our SAR personnel and the public. Our personnel need to know how to effectively track down ELT's using many methods, and they need to understand the capabilities and limitations of the Track Analysis Program.

We can educate the flying public to make them aware of the benefits of the ELT and of filing flight plans. (Briefly, the average elapsed time to get help to the victim: IFR, 3 hours; VRF, 28 hours; no flight plan, 3 days, 8 hours!!)

We can encourage more pilots and ground stations to monitor for ELT signals and to know who to report them to.

Recently, the FCC proposed that every UNICOM station be required to monitor ELT frequencies. If you concur with this proposal, send your comments and recommendations for other methods of improving the ELT system, to: FCC; 2025 M. St., N.W.; Washington, D.C. 20544.

Be sure to reference Docket No. 21495 and send the original and five copies. If you want to comment, please do it NOW since the deadline to comment is very near.



CAPTAIN COOL and THE DRAGON

By Lt. Col. Frederick K. Carter
HQ. CAP-USAF
Director of Safety

Captain Cool knew that dragons don't exist — tall or small, green or gold, good or bad, at any time or any place! Little did he realize that he was about to fight one!

The living room fireplace bulged with tree limbs cut from a dried spruce pine. A few pieces of tinsel sparkled in the leaves which only hours before adorned the family Christmas tree. Our hero, Captain Cool, struck a match to light the trimmings and thus share the warmth of a living room fire with his family.

A small flame flickered then quickly spread to engulf the entire pile of limbs. In a matter of seconds, fire belched from the fireplace and roared up the chimney to propel a shower of sparks into the night.

Captain Cool quickly checked the fireplace damper to see if it was open as flames continued to shoot from the fireplace. Realizing that the situation could get worse, he called to his wife who by now was standing awestruck.

"Get the fire extinguisher!" he shouted as he flailed the air to divert the flames away from a wooden mantel nearby. What a comfort to know that each member of the family knew the location and use of the fire extinguisher.

"Where is it?" came the response which needed no further explanation.

"Get some water!" ordered the fearless fireman, confident that nature's own medicine for firefighting would restore control and security.

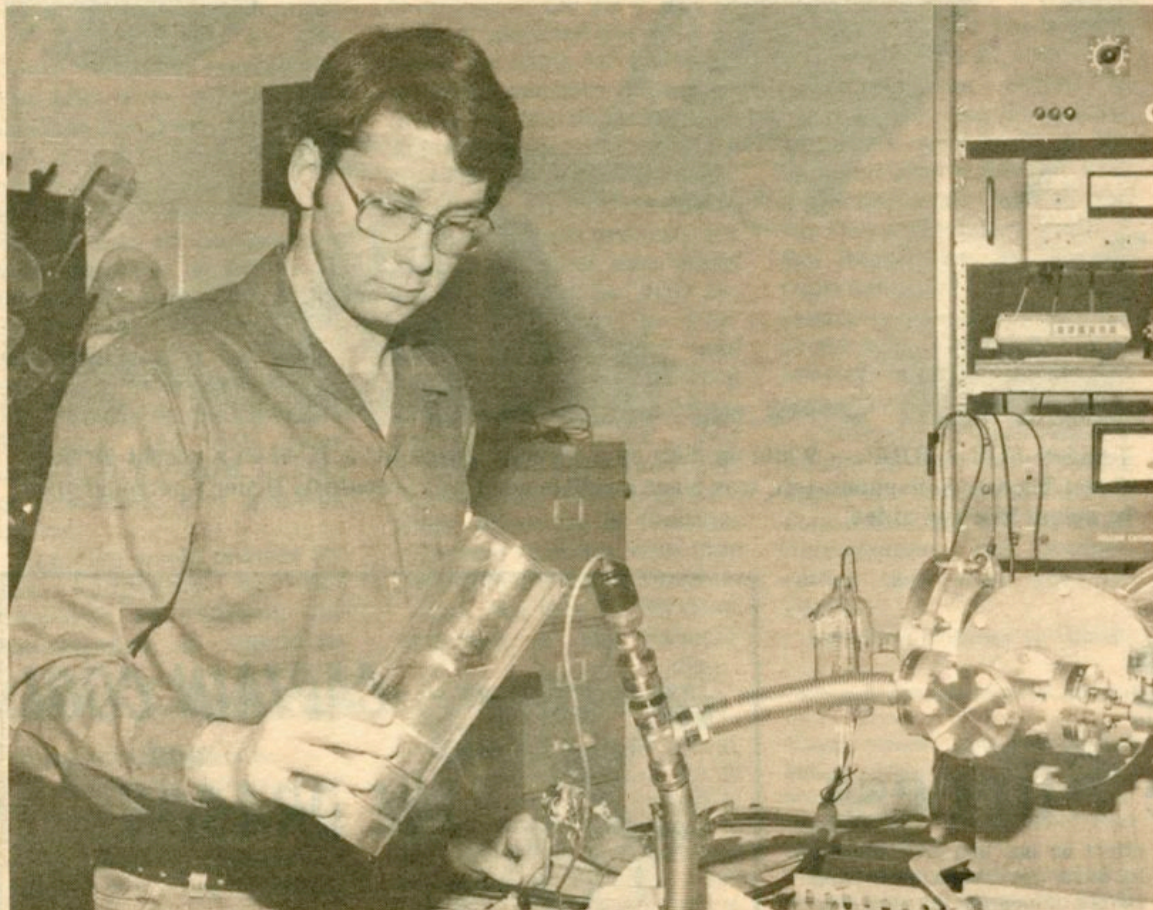
Some hours later, or so it seemed, the water appeared in the form of one freshly-drawn glassful. By this time, Captain Cool had leaped outside to observe the falling sparks and back in to frantically wave the flames. Although smoke was not visible or excessive heat felt outside the fireplace, a fire and smoke detector installed some distance away began to whine loudly, adding to the pandemonium.

Luckily, the fire began to die and order was restored. What had been a blast furnace moments before returned to a more subdued form.

Captain Cool is a believer now. He believes in dragons, fire extinguishers, smoke and fire detectors, fire prevention, alternate firefighting plans, and family fire protection education.

YEAR	AVG HRS PER MSN, W/O ELT	AVG HRS PER MSN, ELT FIND	AVG HRS PER FALSE ELT	AVG HRS/ELT FIND (Using all time on ALL ELT MSNS)	PERCENT OF NON-ELT EFFORT
1976	144	22	4	58	40
1977	83	13	4	48	58

CAP News In Photos



SCHOLARSHIP RECIPIENT — Cadet Joseph D. Brown, Bartlesville Comp. Sq. (Oklahoma Wing), is studying physics with a minor in chemistry and mathematics at Bethany Nazarene College in Bethany, Okla., under the \$500 Stephen D. McElroy Grant, named for Air Force Brig. Gen. Stephen D. McElroy who was national commander for the Civil Air Patrol from April 1959 to December 1961.



SPECIAL AWARD — Lt. Col. Adolph Newman, left, of the New York Wing staff, received a special award for his contributions to the Niagara Frontier Group from Maj. Michael Merzacco of the Buffalo Cadet Sq. 1. Newman has been active in CAP since he and his late wife joined in 1954. The David Newman Solo Scholarship was named in the honor of Newman's son who was killed in an accident while he was serving in the Air Force in Missouri. This year's recipient of the scholarship is Cadet James Nikodem, Ken-Ton Comp. Sq., center.



PATRONS HONORED — Maj. Nathaniel L. Tucker, second from right, commander, Group 4 (Kentucky Wing), presents a certificate of appreciation to J.C. Codell Jr. of the Codell Trucking Company of Winchester, Ky. Linville E. Palmer of the Palmer Truck Sales and Service, left, and Thomas L. McIntosh of the T and M Printing Company, right, have also received certificates of appreciation. The Winchester men were recently honored for their contributions to the Civil Air Patrol.



SPAATZ AWARD — Midshipman Steven R. Gullberg, left, of the U.S. Naval Academy, a warrant officer with the Eagle Cadet Sq. (New York Wing) recently received the Gen. Carl A. Spaatz Award. Squadron commander, 2nd Lt. James A. Ferguson, holds Gullberg's award, which was presented by New York state senator Jess J. Present.



COMMUNICATOR — Cadet Rebecca DeVinni, Indiana Cadet Sq. 703 (Pennsylvania Wing), recently received the Civil Air Patrol's Meritorious Service Award for service during the Johnstown Flood. From the first alert until the end of the mission she performed 24 hours a day throughout the six-day operation. The award was presented by Lt. Col. Andrew Skiba, commander, Pennsylvania Wing.



ON KP — Cadets Gerald Parrish, left, and John Roller of the Elmendorf Cadet Sq. (Alaska Wing) ended up in the kitchen after a recent squadron dinner.

PEOPLE... in The News

Northeast Region

Thirty-five students attending the St. Anastasia Parish School of Marple, Penn., have been enjoying an aerospace club program for the past six weeks taught by Senior Member Ruth West, aerospace officer for Squadron 1007 (Pennsylvania Wing) . . . The Rochester Cadet Sq. (New York Wing) held their annual banquet and ball recently. Cadet Martin Snow received the cadet of the year award while Maj. Lewis Allen received the senior member of the year award.

Squadron activities for South Hills Comp. Sq. (Pennsylvania Wing) have included a ranger training weekend, a tour of the flight control center at the Pittsburgh International Airport and a trip to the Allegheny Airlines Hangar, where the squadron was given the opportunity to fly the flight simulator. Cadets involved in the tour were Brenda Mulkern, Eileen Mulkern, Mark Goetz, Cheryl Lappe, John Lappe and Larry Kent . . . A review of cardiopulmonary resuscitation was held for cadets and senior members of the Gen. Carl A. Spaatz Sq. (Pennsylvania Wing) during a weekly meeting. Cadets Robert Reifsnnyder and Richard Magners have received certificates for completion of this course.

The Outstanding Cadet and Senior Member of the 399th Comp. Sq. (Connecticut Wing) were honored recently. Cadet Juanita Ottoshavett was named outstanding cadet and Senior Member Warren Platz was named outstanding senior member. . . . Cadet and senior members from NORCAP Cadet Sq. (Massachusetts Wing) recently assisted the Boston Chapter of the American Red Cross during the area's worst snowstorm in years. The members provided communications assistance, food, shelter and equipment. Personnel assisting included 1st Lt. Lawrence Leblanc, Senior Member Paul Moore, and Cadets Margaret Stock, Karl Berglund and Ronald Deming.

Recently cadets of the Worcester Cadet Sq. (Massachusetts Wing) were given a demonstration on fire equipment by squadron 1 of the Worcester Fire Department. The demonstration was given as part of their fire prevention class. . . . During a recent mission, Lt. Col. Robert Emig and Maj. James Erdman of the Ocean Sr.

Sq. (New Jersey Wing) were awarded two find ribbons . . . Three cadets from Scranton Comp. Sq. (Pennsylvania Wing) travelled to Patrick AFB, Fla., recently for a tour of the base and its facilities. Those cadets participating included Darren Barscheski, Charles Locasio and William Lengner.

Southeast Region

The Alabama Wing recently conducted a two-day training course designed to enable the participants to take over an airplane in flight during an emergency and land it safely. Eleven non-pilots registered for the training . . . Senior Member David Allen, a member of the West Miami Cadet Sq. (Florida Wing) was recently honored by the Southwest Branch of the American National Red Cross for humanitarian service to the citizens of the United States in the safety program field.

The Cadet Leadership Development and Search and Rescue School held its first long-term encampment as guests of the Jacksonville Naval Air Station and the Naval Air Reserve Training Unit recently. Fifty cadets throughout the Florida Wing

(University Cadet Sq., Florida Wing) recently provided assistance in the form of first aid to an accident victim before arrival of rescue units.

Second Lt. Elaine Pavone, a member of the Seminole Cadet Sq. (Florida Wing) received her Observer Wings during recent squadron ceremonies. . . . One hundred fifty-two cadets and 15 senior members from the Puerto Rico Wing participated in a disaster relief operation in conjunction with Civil Defense and American Red Cross during the heavy rains and flooding of Puerto Rico . . . Hillsborough I Sr. Sq. (Florida Wing) was host for an aerospace workshop under the leadership of 1st Lt. Ray Taylor of Gp. 3 headquarters. Forty cadets were in attendance.

Not only does Dade City Comp. Sq. (Florida Wing) have one of the largest squadrons in the state but recently their Congressman, Richard Kelly, attended

their open house. Congressman Kelly spoke to the squadron and presented them with a flag that was flown over the Capitol . . . The University Cadet Sq. (Florida Wing) was recently awarded a \$400 flight scholarship from the Scottish Rite Temple

Middle East Region

Col. Reed Vaughan, commander for the Virginia Wing, talked with a local TV host recently about Civil Air Patrol activities in his community while Cadet David Marshall talked about the cadet program. . . . Members of the Virginia Wing participated in a statewide search and rescue exercise recently to test the wing's ability to respond quickly and effectively to an emergency situation.

Great Lakes Region

At a recent awards banquet, Cadet Tom Hass, a member of the Washington C.H. Comp. Sq. (Ohio Wing), was named cadet of the year . . . First Lt. Donald F. Podojil, commander for Medina County Skyhawks Comp. (Ohio Wing), was recently presented the Group Commander of the Year Award . . . Headed by 1st Lts. Ken Murray and Gerald Krafur, members of the President Gerald R. Ford Sq. toured the Metropolitan Detroit Airport recently.

Rocky Mountain Region

The Colorado Springs Cadet Sq. (Colorado Wing) first aid class, directed by Senior Member Gary Johnson, studied artificial respiration recently. Attending cadets had the opportunity to work with Annie, the artificial respiration practice apparatus. . . . Cadet Kevin Yackle, a member of the North Valley Comp. Sq. (Colorado Wing), has been named cadet commander for the squadron. He replaces Gregg Beary who will remain with the squadron as an advisor . . . Cadet Paul Land of the former Falcon Cadet Sq. (Colorado Wing) was named to the Commandant's List for Military Excellence at the U.S. Air Force Academy.

Southwest Region

Cadet Robert Aguiluz of the St. Bernard Cadet Sq. (Louisiana Wing) is currently attending the U.S. Military Academy at West Point. Cadet Aguiluz is presently a squadron leader at the academy . . . Cadets from throughout the Arizona Wing recently attended the tenth annual wing Cadet Conference at Davis-Monthan AFB in Tucson. During the awards banquet, Cadet Dan Picard was selected as the top cadet in Arizona for 1977. Also, the Frank Borman Falcon Award was presented to Capt. Robert McCord . . . To improve flying proficiency and heighten member interest, Thunderbird Comp. Sq. (Texas Wing) staged a spotlanding contest. As a bonus, the cadets received orientation rides in a DeHavilland Beaver.

Pacific Region

Members of Peninsula Group 2 (California Wing) were honored for outstanding performance during the year at a recent Awards Dinner. Capt. Lee White, commander of Squadron 80, was awarded the Emergency Worker of the Year Award, while Maj. Ted Chavez, commander of Squadron 36, was named Commander of the Year. Cadet Linda Cordes was named Cadet of the Year and Maj. Tom Teeple was named Senior Member of the Year . . . Clarklift/Oakland, Inc. was presented a Certificate of Appreciation by the Hayward Comp. Sq. for arranging to have the squadron's jeep engine completely overhauled.

A Cadet Unit Development Seminar was hosted on Norton AFB by the three squadrons on base. More than 80 members attended the weekend highlighted by talks ranging from aerospace education and the ranger program through unit planning activities. Inland Empire Group 18, Norcal Group 5 and Norton AFB Comp. Sq. were the hosts. Fifty-five cadets from all parts of southern California participated in a special three-day Marine Corps Drill Instructors Course at the USMC Recruit Depot, San Diego, recently.

Tennessee Wing Holds Its Leadership School

MAXWELL AFB, Ala. — Col. William Tallent, commander, Tennessee Wing, has announced that a two-day squadron leadership school (SLS) will be held for Tennessee seniors May 6 and 7 at McGhee-Tyson Airport, home of the Air National Guard Professional Military Education Center.

Base classrooms, messing and club facilities will be used. A decision concerning the availability of base quarters has not been reached, but motel accommodations in the immediate vicinity are inexpensive.

Southeast Region staff personnel will conduct the course, which will have as its basic curriculum the study of senior member technical specialty positions and duties.

Dr. Richard J. Ovington of the National Headquarters Senior Training Directorate will chair seminars in squadron leadership and counseling at unit level.

Tennessee seniors who have completed Level I training and

are entered in or have completed a technical specialty training track are eligible to attend.

Attendance at a wing or region SLS will eventually be prerequisite to enrollment at a region staff college and career progression for seniors.

The squadron leadership school program, first funded late in 1976 by the NEC, is developing nationally into an inexpensive mode for study of squadron staff job requirements, for exchange of opinion and information and for a chance to meet new friends in the wing.

Enrollment in the May course will be held at 40 students because of limited base support capabilities. Eligible personnel who wish to spend a pleasant, profitable weekend of study and socializing at the foot of the Smoky Mountains are urged to preregister now with Maj. Richard Curran, Hq. Southeast Region, Rte. 1, Box 478, Elmore, Ala. 36025, on CAP Form 17, Application for Senior Member Activities.



DONATION — Members of the Blair County Sr. Sq. 615 (Pennsylvania Wing) present the Saxton and Martinsburg libraries a check for \$120 in memory of the late 1st Lt. William Kyle Henderson of Martinsburg, Pa. Henderson, who was killed in an industrial accident in August while on duty as a supervisor for the local electric company, was deputy commander of the squadron. The money will be used to buy books on aviation. Left to right: 1st Lt. William Wambaugh, squadron commander, Lila Pennell, head librarian of the Saxton Library and Doris Henderson.

CAP Able To Do 'More With Less'

MAXWELL AFB, Ala. — Brig. Gen. Paul E. Gardner, executive director of the Civil Air Patrol, has received a letter from Lt. Gen. Raymond B. Furlong, commander of Air University at Maxwell, congratulating the Civil Air Patrol for its outstanding service and professionalism.

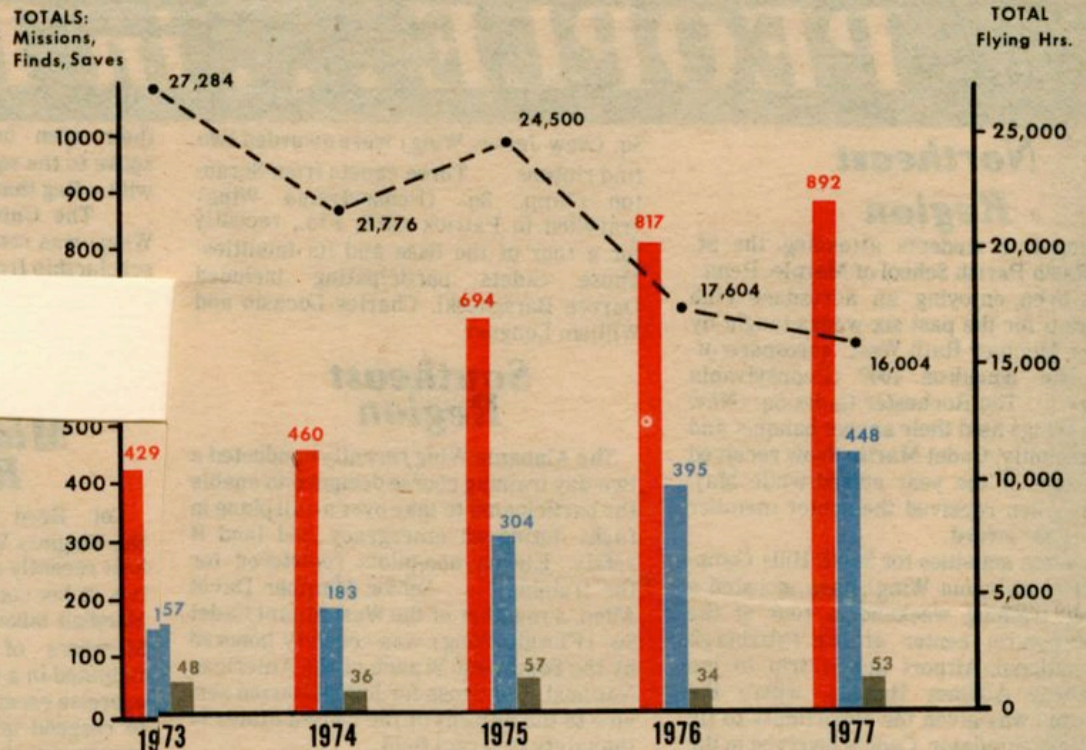
Gen. Furlong says, "Your December report indicates that Civil Air Patrol has once again demonstrated its value as a civilian auxiliary to the United States Air Force. Though constrained by increased cost per flying hour, CAP has markedly improved productivity as measured by lives saved and objectives located. The comparison between 1976 and 1977 SAR expenditures and results reflect CAP's management efforts to increase SAR effectiveness."

Maj. Robert Mattson, operations search and rescue ac-

tivities section at Hq. CAP-USAF states that one reason why CAP seems to be "doing more with less" is program increased locator aircraft and reduced time required to locate objectives.

In 1977 CAP flew 892 missions with 53 lives saved. The 1976 figures were 817 missions with 43 saves. During the same year that was a seven per cent decrease in total hours flown, down to 16,004 from 17,604.

Over the last few years, from 1973, CAP has shown a 185 per cent increase in finds and a 41 per cent reduction on flying time. The increase was to 448 finds in 1977 from 157 in 1973. Flying hours fell from 27,284 in 1973 to 16,004.



SUCCESS FIGURES — This chart shows how the Civil Air Patrol flying hours, represented by the dashed line at the top, have decreased over the last five years. During the same period, the number of missions, indicated in red, has increased. The number of finds for the same time are given in blue, and the saves in gray.

SPECIAL OFFER

FUND RAISING ITEM

Your National Headquarters would like to make the 1979 Civil Air Patrol Desk Calendar available to the general membership as an item which could be used as a fund raising device.

It has been proposed that each unit be permitted to order as many of the 1979 Calendars as desired (in increments of 25) at a cost of Twenty-Five (\$0.25) each. These, in turn, could be sold at a price to be determined by the seller, but not to exceed \$1.00, with the difference realized to be retained by the individual unit. Based on past demands for copies of this item, there appears to be an excellent market for it within the Civil Air Patrol "family," as well as among friends, neighbors and possibly the general public. Its handsome embossed cover, smart styling, and the full 13 months of double-spread pages with large, legible space for appointments, expense records and important dates, makes it a most attractive desk calendar.

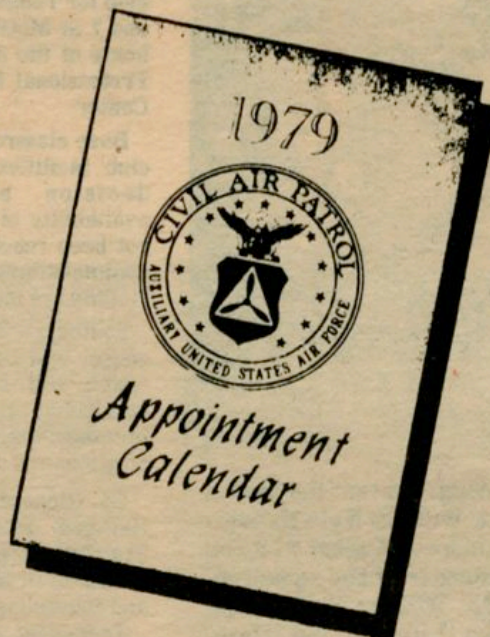
In order to arrive at a realistic number that will be needed, we must have valid orders on hand prior to printing. This will insure that the number printed will be sufficient to meet demands. Orders should be forwarded to the **CAP BOOKSTORE** to arrive **NOT LATER THAN 1 MAY 1978**. It must be emphasized that all orders must be accompanied by a check in the full amount of the order. Calendars will be shipped no later than 15 October 1978, giving purchasers approximately 2½ months in which to sell the calendars before the first of the year.

Orders will be accepted either on the regular CAP Bookstore Order Form or by individual letter.

Note: This same offer was made for the 1977 calendars and requests for 2,000 were returned due to late submission. Be sure to meet the deadline.

SIZE

Closed: 7 x 10 Inches
Opened: 14 x 10 Inches



Renewals Need Invoices

MAXWELL AFB, Ala. — Many members have returned their membership renewal dues to National Headquarters without the renewal invoice.

This means that the membership clerk has to stop and research each transaction and prepare a form containing the necessary information before the renewal is accepted by the computer.

Since these renewals require research and special handling, they are processed after those received with the renewal invoices.

Please help the clerk help you by returning the invoice. If it is lost or destroyed, please inclose your old membership card or furnish the following information: name, CAPSN, charter number, current address and renewal date.

Cadet Extends Thanks For CAP Opportunities

MAXWELL AFB, Ala. — A Civil Air Patrol cadet, Cadet John B. Costello, Virginia Wing Headquarters, who is currently attending Virginia Polytechnic Institute with aid from a CAP academic grant, has recently written Brig. Gen. Thomas C. Casaday, national commander, CAP, giving his thanks to the organization for the many opportunities it has afforded him during his cadet membership.

Dear Gen. Casaday,

I wish to thank you very much for your letter of last December 28th with its inspiring comments concerning my attainment of the Gen. Carl A. Spaatz Award.

This month marks my sixth year as a cadet member of the Civil Air Patrol and with my 21st birthday just over two months away I have been reflecting back on these past six years. I can remember like it was yesterday my first meeting.

I look back there now and they have had seven cadet commanders since I stepped down. I am grateful for IACE '74, COS '74, MSOP '76. I have fond memories of the summer encampment I commanded in 1975. I can state with pride that I chaired both the VACAC and the

MERCAC. I can never forget the feeling I had when I found out that I had been awarded a CAP academic grant.

I look back on those highlights and others and it is like a pull at my heart-strings. It helped me here in school both with my academic work and my military standing in Army ROTC and the Virginia Tech Corps of Cadets.

I thank you, sir, and all the others along the way. I look back and I see that I am part of all that I have seen and it makes me proud.

Respectfully submitted,
John B. Costello, VPI '79
Cadet, Civil Air Patrol

Southwest Region Announces June Leadership School

MAXWELL AFB, Ala. — Lt. Col. Jackie Floyd, Texas Wing director of senior training, has announced a four-day Squadron Leadership School for the Southwest Region, to be held June 21-24, 1978, at Dallas Naval Air Station.

She urges all prospective students in the Southwest Region to mail CAP Form 17 to the Texas Wing Senior Training Office.